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12, QUEEN'S ROAD CENTRAL.

Hongkong Daily Press.

ESTABLISHED 1857

"D. C. L."
SCOTCH WHISKY.
PER DOZEN ... \$15.50
Sole Agents:
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No. 14,915, 號五十九千四萬一第 日六初月正年二十三緒光 HONGKONG, TUESDAY, JANUARY 30TH, 1906. 二拜禮 號十三月正年六零百九千一英港香 PRICE, \$3 PER MONTH.

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"SPECIAL BLEND" WHISKY
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Distillations of the
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In Bags 250 lbs. net \$2.80 per bag ex Factory.
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Lots Nos. 31 and 36; approximate area 43,000
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For further particulars apply to the Company.
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With CHAMBER for 10 CARTRIDGES
FIRING 10 SHOTS in 2 SECONDS.
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FURNITURE STORE
PLATED GLASS AND CROCKERY
WARE, &c., &c., and FOOCHOW
LACQUERED WARE.
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Consultation Free.
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DURING JANUARY ALL CARPETS WILL BE MADE AND
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WHITE HORSE CELLAR
THE UNRIVALLED SCOTCH WHISKY
\$14.00 PER DOZEN.

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HAIG & HAIG, LD., DISTILLERS SINCE 1679.

3 Star, SPECIAL—The finest of all "Peg" WHISKIES at ... \$13.00
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Stop drinking rank, Smoky Stuff, because "it comes through the Soul."
Try HAIG & HAIG'S WHISKIES: pure, mellow matured, non-smoky, delicate flavor.
Once tried, preferred to all others. Sole Agents for Hongkong:
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DELIGHTFUL SITUATION. UNEXCELLED RESORT FOR TRAVELLERS
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131 Bedrooms.
Elegantly Furnished Reception Rooms.
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Hydraulic Lifts to each Floor.
Electric Lighting and Fans.
Every Comfort.
Ladies' Afternoon Tea Rooms.
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A HIGH CLASS PRIVATE HOTEL.
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Hongkong, 24th July, 1905.

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HAS been re-opened under European
management and most strict supervision
as to food, cleanliness, and hygiene of the place.
All comforts of a home.

A most pleasant retreat for those desirous of
a few days rest and quiet.
Comfortable accommodation for travellers
paying a visit to the historical and picturesque
colony of Macao.

Macao is 40 miles south-west of Hongkong
One steamer (s.s. *Hongshan*), daily to and
from Hongkong, and two steamers to and from
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For Terms, apply
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THE HONGKONG ICE COMPANY, LD.,
have now 40,000 Cubic feet of Cold
Storage available at EAST POINT. Stores will
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excepted to receive and deliver perishable goods.
WM. PARLANE, Manager.
Hongkong, 18th November, 1901.

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MERCHANT NAVY
NAVY BOILED
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RELIANCE CROWN
TARPAULING
ARNHOLD, KARBURG & CO.
Sole Agents.

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Should purchase
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Messrs. W. BREWER & CO.
Canton: Messrs. A. S. WATSON & Co.
Hongkong, 4th October, 1905.

INTIMATION



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THE
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IN ADDITION TO THE
5 PER CENT. DISCOUNT
ALREADY ADVERTISED,

FURTHER
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Have been made from this date IN THE
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WE MAINTAIN THE LARGEST
AND MOST COMPLETE STOCKS of these
GOODS in the Colony, and our Stocks being
frequently turned over, ensures all Goods being
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Only communications relating to the news columns
should be addressed to THE EDITOR.
Correspondents must forward their names and ad-
dresses with communications addressed to the Editor,
and for publication, but as evidence of good faith
all letters for publication should be written on
one side of the paper only.
By and through signed communications that have
already appeared in other papers will be treated.
Others, or extra copies of JALT PAGES should be
sent before 11 a.m. on day of publication. After that
time no reply is given. Only responses to news
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HONGKONG OFFICE: 100, DES VUEX ROAD C.
LONDON OFFICE: 131, FLEET STREET, E.C.

The Daily Press.

HONGKONG, JANUARY 30TH, 1906.

"The trade of this Colony is honeycombed
with fraud and deceit." These words were
said, not of Hongkong, but of Singapore,
in connection with the promotion of the
Bill for Registration of Partnerships, which,
after long discussion, was read a second
time. The words are too strong to apply
to Hongkong, perhaps; but the gentleman
who said, "it will be apparent to any one
who over some years back has closely
watched the course of mercantile and trade
affairs here that the methods of conducting
these have changed considerably—and one
regrets to feel that the change has not been
in the direction of higher morality," might
have been speaking of Hongkong. There
was a good deal of claptrap talked by the
Singapore opponents of the principle, some
of which will doubtless one day be repeated
locally, about unfair imputations, and so
on. As a matter of fact, no mercantile
community has any right to be thin-skinned
in such connection. The late Mr. Spencer,
in the volume of essays published shortly
before his death, pointed out very simply a
fact that is so obvious that it is overlooked.
This, by the way, is no paradox at all; it is
possible to put a solid object so close to the
eye that one sees over and under it while it
remains nebulous if not invisible. The
ignored fact referred to is that, all modern
business is conducted on the tacit understand-
ing that the parties thereto are potentially
dishonest. Every formal contract is
per se an implication that its signatories,
without it, might not meet their obligations.
The law affords further safeguards, which,
while by no means uniformly effective, are
unanimously accepted as necessary to

business. The Registration of Partnerships,
properly devised, is merely an extension of
an admitted principle; and it is, therefore,
sheer nonsense to talk of its "demoralising
the Chinese"—who, by the way, despite
tradition, are no more to be trusted in a deal
than the foreign contractor—or to talk of
its "harassing trade," or of its "interference
with the liberty of the merchant and
trader." The best of our laws is an inter-
ference, and all stipulations whatsoever are
of the nature of things harassing to any
persons liable, either wilfully or involuntarily,
to make default. Registration of Part-
nerships, either general or of Chinese only,
will not drive away any business that is
worth keeping, in this or any other Colony.
Another Singapore objection was that the
Government finger was a nuisance in the
commercial pie, which is merely another
form of the parrot-ery already mentioned.
The Bankruptcy Ordinance represents a
very big finger in that same pie, and is
equally exposed to such an objection.
Shifting their ground, and by implication
abandoning their noble stand for "the fair
fame of the colony," the objectors protested
that "a new kind of fraud would arise, a
kind of legal fraud." This seems to us
more puerile still; since it seems clear that
every law ever promulgated can be charged
with creating a consequent crime, in the
attempt to break or evade it. Indeed, after
carefully extracting and weighing all the
cons brought forward at the southern port,
we fail to find one with any more weight than
the objection that there might be temporary
"inconvenience and inconvenience," and that,
it will be conceded, does not require serious
consideration. In the case of the Singapore
Bill, we read that its main idea is that every
person who trades under a name which in-
dicates that he is in partnership with an
other person, or who trades under a name
not his own, should be required to register
the constitution of the partnership, or, if he
be a single individual trading under a fancy
name, his true place of business. It will
thus be possible for any one who is asked to
give credit to ascertain whether the firm is
worthy of credit. The bill does not propose
to make any alteration in the existing En-
glish law, except that the penalty for non-
registration is loss of claim to the benefits of
partnership, and, on the other hand, inability
to be sued. At Hongkong, a Bill covering
these points would be hailed with approval;
and by none, we imagine, more than the
banks, the bankruptcy officials, and the
business men who deal largely with Chinese
firms. One Singapore gentleman, the Hon.
Mr. A. HURRLEBACH, held the opinion that
it would be difficult to find a case of a man
representing himself to be a partner who is
not really a partner. Experience teaches
us that is not the correct formula to em-
ploy; the trouble is that sometimes men
are represented by others, to be partners,
when they are not; the firm prospers on the
credit of such representation; and if things
go wrong, it is easy for the lawyers to prove
that the man (who may have secretly
derived profit from the firm) never held
himself out as a partner; and of course he
denies that he authorised any to do so. The
"Singapore Chinese" were said to be
averse, not to the principle of the Bill, but
to its form. It is the principle only that
interests this Colony just now. Would the
Chinese business people regard it favour-
ably? It has been pointed out that Chinese
mercantile guilds are already in a great
measure equivalent to such registration;
they find partnership records useful for the
protection of Chinese creditors. Compulsory
registration, even without being
penal, would afford similar protection to all.
There would be fewer fraudulent bank-
ruptcies; and even if men of straw were
registered instead of the real partners, who
would be more likely to suffer—the firms
that did so, or creditors? Such firms would
lose credit; or if they got credit, those who
had trusted men of straw could not very
well complain if they lost by doing so. At
present complaints are frequent and nume-
rous; and the Government ought to re-
consider the question very carefully without
loss of time. Why wait for Singapore?

Mr. H. J. Gedge has joined the H. K. V.
Troop.

"I pay to promise" was the form on a pro-
misory note submitted to Mr. Justice Wise
at the Supreme Court yesterday. The in-
vestor, however, did not affect the judgment, which was
given for the plaintiff.

In our report of the Scotch Concert held on
Saturday night we omitted to refer to the part
taken in the programme by Mr. Baxter, who
sang "O' a' the airts" most effectively, and
gave "Annie Laurie" in response to an enco-
uragement.

The plague total stands at three. During the
week ending Jan. 27th, five cases of smallpox
were notified, two being fatal. One was a
Singhalese, the other four were Chinese.

In addition to an interesting article which is
copiously quoted in another column, the *Far
Eastern Review* for January, has a well-
illustrated article describing Sir Paul Chater's
new house on the Peak, with particulars from
the architect, Messrs. Leigh and Orange.

A solicitor appearing for a defendant at the
Supreme Court yesterday told the Pious
Judge that he was unrepresented as his client did
not "get up till three o'clock." "Tell him to
rise earlier to-morrow," replied his Lordship in
fixing the case for to-day.

The programme for this week at the Hig-
kong Branch of the Royal Sanitary Institute
is as follows:—Tuesday, Lecture by Mr. J. J.
Bryan, on "Sanitary Plumbing;" Wednesday,
Sanitary Inspectors' Test Examination; Friday,
Lecture by Mr. J. J. Bryan, on "Sanitary
Plumbing."

On Saturday afternoon the remains of K.
G. A. Chalmers, late sub-adjutant of the
National Bank of India, Australia and Chi,
were interred in the Happy Valley cemetery.
A large number of deceased's friends followed
the cortege to the cemetery, where the Rev.
C. H. Hickling conducted the burial service.

The following notification has been received
from the Madras Government:—"The
Governor in Council is pleased to withdraw the
regulations under the Venetian Sanitary Con-
vention imposed in the ports of the Madras
Presidency against arrivals from Hongkong,
intimation having been received that Hong-
kong has been free from plague."

Return of visitors to the City Hall Library
and Museum for the week ending Jan. 28th,
excluding Thursday and Friday for New Year
festivities, shows that of non-Chinese there were
120 to the Library and 98 to the Museum; and
of Chinese 63 to the former and 2,976 to the
latter. The Library was therefore used by 189
persons, and the Museum by 3,016.

The N. Y. K. is making arrangements to
land passengers in New York via Seattle in re-
cord time. Leaving Seattle at 8 a.m. by the
Great Northern Railway, St. Paul is reached
at 10.40 p.m. There is a twenty minute
interval here, and then the C. M. & St. P. line
carries the passenger to Chicago, arriving at
11.40 a.m. Thence to New York by the 20th
Century Express means 18 hours more (2.30
p.m. to 9.30 a.m.), or altogether, 28.30m. wait-
ing, and 91h. 20m. in the train—less than four
days for the overland trip.

There have just been deposited in the
Museum of the Royal United Service In-
stitution in Whitehall by Miss Carrick Moore
the decorations worn by her two distinguished
great-uncles—Lieut.-Gen. Sir John Moore and
Admiral Sir Graham Moore, K.C.B. The
relics of the former comprise the gold collar
and badge, the star and ribbon of the Order of
the Bath, a most beautiful diamond star,
representing the same Order, which was pur-
chased by his officers for 350 guineas, and
presented to Sir John Moore in 1804. Sir
Graham Moore's orders include the belt and
star of a K.C.B., the star of a G.C.B., and the
star, ribbon, and collar of a G.C.M.G. The
prayer-book used at the burial of Sir John
Moore at Corunna, as well as his writing desk,
has for several years past been on view at the
Museum.

Vice President Yen, of the Ministry of
Education (Hsiang), has recently memorialised
the Throne on the advisability of discontinuing
the study of what are called the "Four Books"
as part of the curriculum of the primary schools
of the country, on the ground that they are
too deep and philosophic to be understood by
young children, and that there be substituted
modern text-books of the grade suited. The
"Four Books" mentioned in the foregoing are
composed of the "Lunyu" (Confucian Analects);
"Mengzi" (works of the philosopher and
sage Mencius); "Ta Hsio" (great learning
by the philosopher and sage Tseng, the ancestor
of the aristocratic Tseng clan, which boasts of
a Marquis and an Earl), and the "Chung
Yung" (doctrine of the mean, by Tse Sze, the
grandson of Confucius, the chief of China's
philosophers and sages). The N.C. Daily
Press considers this a sensible idea.

The Berlin *Morgenpost* says it has authority
for the statement that the Chief Burgomaster
of Berlin intends to invite the Lord Mayor
of London and other members of the London
local governing bodies to pay a corporate visit
to the German capital in June next. It is
probable, the journal adds, that Lord Archibald
and Sir Thomas Barclay will receive a civic
invitation to visit Berlin at the same time.
The Berlin Chamber of Commerce has decided,
in furtherance of the movement for the
strengthening of the existing friendly relations
between Great Britain and Germany, to organise
a demonstration of Anglo-German
friendship which shall at the same time be a
reply to the recent manifestations of good will
towards Germany which have lately come from
Great Britain. To this end the Chamber of
Commerce will give a banquet on January 15,
at which the British Ambassador has promised
to be present. It is added that representatives
of the German and of the more important
British Chambers of Commerce will be invited
to attend the banquet. Prince Bismarck tele-
graphed his "warmest sympathy."

TELEGRAMS.

[REUTERS'S SERVICE.]

SHIPPING.

LONDON, January 27th.

The German newspapers announce that
the Peninsular and Oriental S. N. Co. will
start a fortnightly service on the 3rd proximo,
from Hamburg to India, taking consider-
ably reduced rates. The service is regarded
as the opening of a rate-war between the
P. and O. Co. and The Hansa Co.

RACING NEWS.

Over a wet track the ponies galloped yester-
day morning, the recorded times being:—
Emerald King, 1m., 314.
Gold King, 2m., 32 4-5.
La France Rose, 1 1/2m., last half, 32 3-5,
1.06 3-5.
Glorious Rose, 1 1/2m., 2, 2, 2, 3.08, 3.42,
4.14 2-5.
Sunrise Rose, 1 1/2m., 2, 2, 2, 3.13, 3.48, 4.20.
Himalaya Rose, 1 1/2m., last 1/2 taken, 33 3-5,
1.17 2-5, 1.55 2-5.
Common Rose, last quarter 31.
Pilot, 2m., 32 4-5.
Fredericks, 1 1/2m., last 1/2, 35 2-5, 1.13, 1.43.
Arab Chief and Mongolian Chief, 3/4, 1.12,
1.48, 2.24.
Sundial, 1m., 32.
Rising Sun, 1m., last quarter 31 2-5.

MR. CHAMBERLAIN'S PROPOSALS.

A correspondent writes: In spite of all that
has been said and written about Mr. Chamber-
lain's fiscal proposals during the last two and
a half years, I find that there are still very
many people who have either a confused or a
totally erroneous idea as to what those proposals
are. I think, therefore, that you would be doing
a service to the Unionist cause if you would
recapitulate them once more, as plainly and
simply as possible. They are set out as follows
in a leaflet recently issued by the Tariff Reform
League:

PROPOSED NEW TAXES.
2s. a quarter on foreign (not Colonial) corn.
Corresponding tax on foreign flour.
5 per cent. on foreign meat.
5 per cent. on foreign dairy produce.
An average 10 per cent. on completely
manufactured foreign goods.

Three-quarters of duty off tea.
Half the sugar duty taken off.
Corresponding reduction on coffee and cocoa.
Preference to Colonial wines and fruit.

DUTIES NOT CONTEMPLATED.
No tax on raw materials.
No tax on maize.
Loss by new scheme ... £9,000,000
Loss by new scheme ... £2,800,000
Surplus for further relief of ex- ... £6,200,000
Leaving food and other duties £6,200,000

This is how Mr. Chamberlain's scheme will
affect—
(1) THE AGRICULTURAL LABOURER. (2) THE TOWN ARTISAN.
Gain ... 17 farthings Gain ... 19 farthings
Loss ... 0 Loss ... 10
Net gain ... 7 1/2 farthings Net gain ... 9 farthings

BRITISH POLITICS.

OUTLINES OF THE NEW GOVERNMENT'S
POLICY.

Telegrams to the Indian press furnish in-
teresting details of the policy of the New
Government in the various departments of State
as announced by the newly-appointed ministers.
Mr. Herbert Gladstone, in his electoral
address, reiterated the Government's desire to
develop the Irish policy of the late Government
so as to enable it to be directly associated
with the management of purely Irish affairs.
No proposal for a legislative Parliament in
Ireland can be introduced in the coming
Parliament.

Mr. Winston Churchill at Manchester said
the Government of the Transvaal will be trans-
ferred to a representative democratic assembly
as soon as possible. The Government would not
continue in office unless it obtained a substantial
majority enabling it to maintain itself with
dignity and honour in the House of Commons.
Mr. Haldane, Secretary of State for War,
speaking in the City of London, announced that
Sir Henry Campbell-Bannerman had given him
a free hand to reorganise the army. The
Premier, he said, laid stress on the matter
of efficiency that he was prepared, if it was
thought requisite, to spend more money and
get more men. The army must be a striking
force capable of immediate transportation
overseas. It was, he said, necessary to secure a
high quality in the militia and also to encour-
age the volunteers. Mr. Haldane declared that
he would rather resign than reduce the expendi-
ture on the artillery by a single penny. In
conclusion, he said that the Government's policy
was to follow up the best which was done by its
predecessors.

The *Standard* understands that Mr. Haldane,
Secretary of State for War, will restore the five
years with the colours and seven years in the
reserve.

Mr. John Burns, President of the Local
Government Board, speaking at Battersea,
announced that the militia will be called out at
the earliest possible date.

Mr. Asquith, Chancellor of the Exchequer,
speaking at Sheffield, said that the national
expenditure had risen to forty-three millions in
ten years, half of which was spent on the army
and navy. There was, he said, a wide field for
remission of taxation, including that on coal,
tea, sugar and incomes. But the remission was
impossible without a reduction of expenditure.
The new Government, however, hoped to econo-
mise without weakening the services.

Welsh Disestablishment and Disendowment
are to have a prominent place in the new Lib-
eral Government's programme.
"Sir Alfred Thomas, M.P., who addressed his
constituents at Rhonda, after reiterating his
declaration that he would not support any
administration which did not include Welsh
disestablishment and disendowment as an
essential item in their programme, said that he
was in a position to tell them that this would
be carried out by the Liberal Government."

A Bill for the disestablishment of the
Anglican Church in Wales was introduced by
the late Liberal Government in 1895.
It was in charge of Mr. Asquith, then Home
Secretary, and had reached the Committee
stage, when the defeat of the Government on
the credit vote put an end to its career.

SUPREME COURT.

Monday, January 29th.

IN SUMMARY JURISDICTION.

BEFORE MR. A. G. WISE (PUISE JUDGE).

NOT AN EARLY RISER.

Mak Yach-ting sued Chan Hon-kai for
\$800. Mr. E. J. Grist appeared for plaintiff.
On the case being called,

Mr. F. P. Hett (of Messrs. Brutton, Hett
and Goldring) said—I have been retained by
defendant, but have not received any instruc-
tions regarding this case; I expect them any
moment now. If your Lordship could allow
this case to stand over—

Mr. Grist—I will take judgment with a stay
of execution and if my friend is instructed the
case can go into the next list.

The Puisse Judge—Well, prove your case.
Mr. Grist—I would rather not; I know
nothing about the defendant; he might run
away.

Mr. Hett—He is a large property owner in
the Colony.

Mr. Bonnar—He has been sued for his rates
(laughter).

At this stage a clerk handed Mr. Hett a
piece of paper, upon perusal of which Mr. Hett
said—I have been instructed to ask for an
adjournment.

The Puisse Judge—Who instructed you,
your clerk?

Mr. Hett—I wrote to the defendant, but he
does not get out of bed until three o'clock.

The Puisse Judge—Well, fix the case for the
morning, then (laughter). Can he get up early
for once?

Mr. Hett thought he could, and the hearing
of the action was fixed accordingly.

ROYAL HONGKONG YACHT CLUB.

COMMODORE'S CUP.

On Sunday, the race for three very handsome
prizes presented by Hon. Mr. H. E. Pollock,
K.C., Commodore of the Club, was sailed. At
11 o'clock with a very light breeze from the
East a start was made for Kau-chau rock,
some twelve miles there and back. *Diore*,
Bonito, *Min* and *Kathleen* were the first to
cross the line, and with *Vernon* and *Chanticleer*
started down the centre of the fair way.
Alannah, *Elspeth*, *Gloria* and *Doreen* kept nearer
the Hongkong shore, though *Elspeth* was the
only one who profited by doing so. Of those
in the fair way, *Chanticleer* soon strung out
a long lead, but on arriving at Green Island
Elspeth was found to be ahead. From here to
the rock there was a fine northerly wind, and the
yachts went away at a great pace. *Elspeth*, going
very well, steadily increasing her lead, till on
rounding the rock she was about 3 minutes
ahead of *Chanticleer*, 4 ahead of *Vernon*, 6 of
Min, and 7 of *Kathleen*, while *Diana* and *Bonito*
were quite 5 minutes behind these, the rest out
of sight. It now looked as if the one designer
were clear out of it, and that the Cup would
go to *Chanticleer*. But in yacht racing a race
is never lost till it is won, and in the fresh
breezes *Min* and *Kathleen* began to rapidly pick
her up, though *Vernon* and *Elspeth* were still
going away. *Elspeth* then ran into a calm
patch, when about half a mile from the finish
and *Vernon* went too far over to Stonecutter's.
Chanticleer, *Min* and *Kathleen* all close together
were then all practically becalmed close to
the Sulphur Channel. *Kathleen* got the breeze
from the East first and went about into the
fair way, and then *Min* got it, but stuck to
the Hongkong shore, both leaving
Chanticleer standing in her calm patch, from
which she did not seem to make any great effort
to get out of. When *Min* and *Kathleen* met
again, it was soon seen that the former would
save her time on *Elspeth*, and *Pearce* is to be
congratulated carrying off the very fine bowl.
Elspeth had had luck on not actually winning
outright, as she went better than she has ever
done, though no doubt the very nice little cup as
third prize will remind her owner of one of the
most interesting though rather fluky races ever
sailed in Hongkong. After the race was over,
all adjourned to the Commodore's launch, when
the prizes were presented.

Times	Corrected
<i>Elspeth</i> ... 1 53 31	1 33 31 (3)
<i>Min</i> ... 1 53 40	1 49 40 (1)
<i>Kathleen</i> ... 2 01 42	1 52 42 (2)
<i>Vernon</i> ... 2 03 28	2 03 35 (5)
<i>Chanticleer</i> ... 2 12 42	2 01 12 (4)
<i>Diana</i> ... did not finish	
<i>Bonito</i> ... 2 23 13	2 19 13 (6)
<i>Alannah</i> ... 2 32 53	2 26 23 (8)
<i>Gloria</i> ... 2 35 29	2 19 50 (7)
<i>Doreen</i> ... 2 58 10	2 40 10 (9)

THE CONNAUGHT RECEPTION
COMMITTEE.

We have been supplied by Mr. C. H. Beavis,
the hon. secretary, with the following list of
names of the Connaught Reception Committee:
His Honour Sir Francis Pigott (Chairman)
The Honourable Mr. W. Chatham
The Honourable Mr. C. W. Dickson
The Honourable Mr. A. W. Bavin
The Honourable Capt. L. A. W. Barnes-
Lawrence
The Honourable Dr. Ho Kai
The Honourable Mr. Wei Yuk
The Honourable Mr. R. G. Shewan
The Honourable Mr. Gershom Stewart
The Hon. Sir C. P. Chester, C. M. G.
Mr. E. J. Buley
Mr. E. A. Howett
Mr. J. R. M. Smith
Mr. D. R. Law
Mr. S. T. Dunn
Mr. Leung Pui Chi
Lt-Col. C. H. Price, D. S. O.
Capt. Savory, R. N.
The Honourable Mr. H. E. Pollock, K. C.
The Honourable Sir Henry S. Berkeley
The Honourable Mr. T. Scramble Smith
Mr. E. H. Sharp, K. C.
Mr. S. A. Levy
Mr. E. A. Shellin
The Committee was appointed by H. E.
The Governor and having power to add to their
number added the gentlemen whose names are
marked with an asterisk.

POLICE COURT.

Monday, January 29th.

BEFORE MR. F. A. HAYLAND (FIRST
POLICE MAGISTRATE).

A LARGE GAMBLING SCHOOL.

At the instance of Detective Wilden, 48
natives were charged with playing fan-tan at No.
37, Market Street, Hongkong, on Sunday. The
first six defendants were further charged with
being the keepers of the game.

Lukong Wong Po said when he visited the
school the doors of the room were open, and he
observed the first six defendants were the
keepers of the game, while the others were
playing.

After hearing further evidence his Worship
convicted the first defendant of being the
keeper of the game, and fined him \$100 or two
months' imprisonment. The second, third,
fourth, fifth and sixth defendants he found not
guilty on the charge of being keepers, but
found them guilty of gambling, and, together
with the others, ordered them each to pay a
fine of \$3 or go to goal for seven days. The
money and implements of gambling found he
ordered to be forfeited to the Crown.

GAMBLING IN THE THEATRE.

Three natives were convicted of gambling in
a Chinese theatre, and his Worship, in fining
them \$3 each, said the practice must be put
down. They did not go to the theatre to gamble
but to see the play.

BEFORE MR. C. D. MELBOURNE (SECOND
POLICE MAGISTRATE).

ILLICIT OPIUM.

Wong Yan and Chau Ping were charged
with being in possession of 30 taels of opium
without a permit from the Opium Farmer.
The latter was further charged with selling and
dealing in opium without being duly licensed.
The first defendant admitted the charge, while
the second denied the two preferred against him.

His Worship found both guilty and ordered
them to pay a fine of \$300 each, in default,
three months' imprisonment.

GAMBLERS.

Three Chinese were charged with keeping a
common gaming house at No. 28, Tai Ping
Street, and ten more were charged with
gambling therein, all the defendants were
charged on a second count with having in their
possession instruments fit for unlawful purposes
with intent to use the same for such unlawful
purposes, and with being unable to give a satis-
factory account of their possession thereof.

Chief Detective Inspector Hanson pro-
secuted, and Mr. P. C. Master (of Messrs.
Johnson, Stokes and Master) appeared for the
first and fourth defendants, who pleaded not
guilty; the remainder admitted the charges.

Detective Choi Tim, declared, said that at
about noon on the 20th instant he visited No.
28, Tai Ping Street, and ascended to the
second floor. The door was open and he entered,
and saw all the defendants playing paikau.
The defendants noticed him enter, and he saw
the third with something in his hand; he
grabbed the defendant's arm, and on opening
his hand found that it contained a short knife.

Further witnesses were heard, who proved the
arrest of the defendants, and that a number of
them had small knives in their possession.
These knives, it was stated, were used for
cutting pockets open.

For the defence Mr. Master said there was
not the slightest evidence to prove that the first
defendant was keeper of the game. He might
have been in charge of the bank for a time,
but not all the time.

His Worship disagreed, but allowed Mr.
Master the opportunity of calling one of the
other defendants as a witness.

Mr. Master said he would endeavour to pick
an honest man. He called the sixth defendant,
who said he visited the houses when the police
were inside, and was arrested.

The other defendant denied being present.

His Worship found all the defendants guilty
on the first charge. He ordered the two
keepers to pay a fine of \$100 each, or go to goal
for two months, while each of the other
defendants was fined \$10 or fourteen days. The
charge against the second keeper was remanded
as he was in hospital. On the second charge
the third, fourth, seventh and ninth defendants
were each fined \$100 or two months, and the
remainder were discharged.

The *Poochow Echo* reproduces from an old
Shanghai paper (1869) an article from which
we extract the following for the benefit (we
hope) of many of our correspondents. "Who-
ever has learned to write at all, and is not
pained, can form his letters so that they can
be read; and whoever fails in this, does so
from one of two causes, gross negligence, or
still worse, affectation. What we maintain
is that a bad hand-writing is an immorality, an
offence against mankind. For it cannot be
disputed that the cumulative effects on society
of a long life of bad

PARIS.

[FROM OUR CORRESPONDENT]

December 22nd.

FRENCH NAVAL PROGRAMME.

France, while aware that she can never become as formidable a sea-power as Great Britain, has no intention to let her fleet be surpassed by that of Germany. The French fleet at the present moment is superior to the German fleet. So far, so good. In view of Germany's intention to give an extraordinary increase to her fleet, France too intends to do the same, so as to maintain her superior position; the French naval programme ensures this in future. The French Admiralty believe that the annual sum expended on the Navy, and which amounts to 120,000,000 francs, is sufficient, until Germany has voted her 1906 programme, when it will be necessary for M. Rouvier, as the French Chancellor of the Exchequer, to be more liberal. In 1906, the French naval authorities will ask for the laying down of three new battleships, or one division more. A second division will be built in 1907. The French Navy will profit in the construction of these vessels—like all other navies—from the lessons of the recent Russo-Japanese war. The fighting units will be individually as powerful as possible. The new French battleships will be vessels of 18,000 tons, with a speed of 19 knots, and armed with four 305 mm. (12.5 in.) and twelve 240 mm. (9.5 in.) guns, whereas the last iron-clads constructed were of 14,800 tons, with a speed of 18 knots and were armed with four 305 mm. (12.5 in.) and ten 194 mm. (7.5 in.) guns. The new units will yield on no point to those being constructed in other countries—Germany included.

WOMEN SURGEONS.

The woman house surgeon in this capital is receiving considerable attention by hospital authorities. For the examinations, which are now approaching, there are no fewer than 615 candidates to be disposed of. Six of the number are women who record as medical students as well as for their success. The position of woman hospital surgeon in Paris goes more by the results of competitive public examination than by anything else.

PARIS WATER SUPPLY.

Bad water is a familiar thing to Parisians. M.M. Moreau and Rendu have just laid before the Municipal Council their very important report on the water supply of the French capital. The report states at the outset that the water supplied to Paris, which has cost nearly £12,000,000, is far from irreproachable. For spring water, sand-beds do not filter adequately, nor are they to be commended for river water, except under conditions which do not at present exist. M.M. Moreau and Rendu, propose to borrow £12,000,000, in order to remedy the evil—a growing one, so far as Paris is concerned. They further urge that recourse should be had to chemical ozone, which they allege would render the water all that could be desired. Where is the money to come from? It is for M. Rouvier to answer that question.

THE CONSUMPTION CURE.

Although Behring's anti-tuberculous vaccine is still an impenetrable mystery so far as human beings are concerned, Chauvin, of the French Academy of Sciences, declares that the question is already beyond the region of doubt, though up to the present the vaccine has not passed from the laboratory to the general practitioners. In Germany, Italy, France, and Hungary, men capable of research have used it with success for four years past, though the number of cattle inoculated, which in France exceeds 14 millions, is comparatively insignificant, a few in each country except Hungary, where some thousands have been treated, and the treatment we are told is an easy one to apply.

TOKYO TESTS.

It is becoming quite clear that the French Minister of Marine has but one object—to improve the French Navy in every possible way, and to bring it up to date. Some very interesting as well as instructive torpedo tests have been in progress off Cherbourg during the past few days, when torpedo-boats and submarines employed the armoured gunboat *Ceyx* as a target. The boats practised launching torpedoes at the gunboat from long distances, of which a record will be kept for purposes of study. Submarine torpedo work is still defective, as despite the periscopes, these boats are still "blind." The Minister of Marine attaches the greatest importance to these long distance tests and all the torpedo flotillas along the Channel coast are to be put through them in succession.

A STAFF RIDE.

A remarkable fine piece of military riding has just been accomplished in perfect condition by a French detachment of twenty men of the 4th Dragoons, commanded by the Colonel, who was assisted by a captain and three lieutenants. Leaving Chambery at 8.30 a.m. the party reached Vizille at 2.30 p.m., having thus covered 43 miles without a single stop. At 4 p.m. the march back to Chambery was begun, the route being via Grenoble and Les Echelles. Various manoeuvres and reconnaissances were carried out on the road, and after all stops and the night's rest, the detachment marched into Chambery at noon next day, having in all covered 121 miles in the space of 28 hours.

TROPICAL BOTANY.

M. Auguste Chevalier, who returned a few days ago to Paris from West Africa, where he went to study agricultural botany for the French Government, delivered a very interesting lecture last night—the result of his keen observations. He found orange cultivation in

the Fouta-Djallon region so far advanced that these really fine fruits were almost ready for the Paris market. On the Ivory Coast, indiarubber planting gives great promise. In the opinion of the explorer, the Portuguese Colony of San-Thomé is a magnificent school for experiment which should be studied by all those interested in tropical botany and African agriculture. M. Chevalier also explored Lake Chad in the general interests of science.

NAVIES OF THE WORLD.

COMPARISON OF SHIPS COMPLETED DURING THE YEAR.

NEW PROGRAMME.

A London paper makes the following survey of the progress made during 1905 by the nations in building up their fleets.

The most active foreign Powers have been Germany and the United States. Great Britain has launched during the year two battleships and four armoured cruisers. France has launched one battleship and one armoured cruiser, Germany two battleships and one armoured cruiser, and the United States four battleships and one armoured cruiser.

The British battleships are the *Africa* and *Hibernia*, of 16,350 tons, and they are individually heavier than any of the other battleships launched.

The list of vessels completed and commissioned by the various Powers shows that Great Britain has put five battleships and four armoured cruisers into service; France one armoured cruiser, Germany two battleships and one armoured cruiser, Russia no large vessels at all, Italy one armoured cruiser, Japan no vessels at all, and the United States five battleships.

The British battleships are of the *King Edward VII.* class, and are of the same displacement as the vessels launched, the German battleships are the *Hessen* and *Preussen*, of 13,000 tons, while the United States battleships are the *Rhode Island* and her sisters, with a displacement of rather more than 14,000 tons each.

How far then does this progress of the past twelve months affect the relative strength of the Powers at sea? The following tables show the battleships and armoured cruisers, smaller craft being more or less unobtainable quantities—

Country.	Built.	Bldg. Projected.
Great Britain	5	3
France	20	6
Russia	7	5
Germany	13	4
Italy	14	4
United States	17	3
Japan	5	2

ARMOURD CRUISERS.

Great Britain	30	9
France	19	5
Russia	3	2
Germany	6	1
Italy	6	1
United States	11	9
Japan	8	4

The outlook suggests increased activity.

France's new shipbuilding programme, which is now before the Chamber, comprises sixteen battleships, three large armoured cruisers, and fifteen smaller armoured cruisers, and of these three battleships are to be laid down during 1906.

No definite shipbuilding programme has been announced for Russia, but as soon as internal affairs are more settled it is fairly certain that a reconstruction of the navy will be undertaken.

The German Navy Act of 1900 is still being pushed rapidly forward, and the work of replacing the older ships of the navy will be begun in 1906, when the old *Bayern* and *Sachsen* will be removed from the active list, and two new vessels laid down in their stead. A supplementary Bill, to allow for the construction of six armoured cruisers, is before the Reichstag, but in the meantime there is only one more of the 1900 programme to be laid down.

Italy is content for the present to carry on the work she has in hand, which includes the completion of three battleships, the launching of one more, the *Roma*, with the completion of the armoured cruiser *San Giorgio* and the launching of the *San Marco*, which is on the stocks at Castellamare.

The new United States programme is not yet made public; the three vessels in the projected schedule having been authorised by Congress in 1905, but not yet laid down.

Japan has two battleships projected for 1906—one to be built at Kure, and the other at Yokosuka, both of 18,000 tons displacement—and two armoured cruisers of 14,000 tons each, both to be built at Kure.

It will be noted that 18,000 tons is the displacement of the battleships mentioned. This burden appears to have been tacitly decided upon by the principal sea Powers as representing the efficient mean of the modern battleship.

Great Britain is building an experimental example in the *Dreadnought*. France proposes to lay down three 18,000-ton battleships next year. Germany has already announced her intention to build a class of six vessels of this same tonnage.

The United States Naval Construction Board is about to submit plans to Congress for a new type of 18,000-ton battleship. Italy alone of the great naval Powers adheres to the small, mobile type of battleship.

It has lately been reported that Japan intends to lay down battleships of 22,000 tons, carrying fourteen 12-inch guns. Such a leap forward is regarded by experts as highly improbable.

The statement may probably be traced to an article in the *Jiji Shimpo* upon Japanese naval progress, which stated—

"Some of our best ships are already out of date, and everything goes to indicate the necessity for building larger ships, with much heavier armaments and higher speed. In the view of the progressive school of naval designers, the battleship of the near future will probably be a vessel displacing 22,000 tons, with an armament of fourteen 12-inch guns and a speed of twenty knots; while the future armoured cruiser will have a displacement of 15,000 tons and a speed of twenty-five knots."

This is a more forecast, without any official authority, and certainly does not justify the definite statement which have been made that Japan intends forthwith to build such vessels.

It is pointed out that there is no novelty in the suggestion of these leviathan battleships. The only feature would lie in crowding more weight of primary armament into one hull, and this is held to be a policy of questionable wisdom.

CANTON-HANKOW RAILWAY.

SAMSHUI BRANCH.

Mr. C. W. Mead, late Chief Engineer of the Canton-Hankow Railway, contributes a copiously illustrated article on the survey and partial construction of this line to the *Far Eastern Review* of the current month. He says—

Leaving Canton the line runs N. up the Pearl River about 30 miles where it strikes across to the Poi River following the railway about 100 miles to Shao Chou, thence up the Wei River to near its headwaters, where it crosses a range of mountains into the headwaters of the Lo River, which flows N. into the Siang and Yangtze; then following the Lo, Siang and Yangtze valleys to Wuchang on the S. side of the Yangtze opposite Hankow. The line traverses a country rich in both agricultural and mineral resources, and thickly settled except in the mountainous districts and some of the flooded sections of the Yangtze and Siang River valleys.

Approximately the main line is 750 miles in length, and there are about 150 miles of branches, of which the most important is the Canton-Samshui line which has been constructed and in operation for 2 years. An important feeder leading from Ping Hsiang to Chu Chou, about 60 miles, has been constructed, and is now in operation. This will bring the products of the Ping Hsiang coal mines, owned and operated by H.E. Sheng Kung Pao, to Chu Chou, where they will be transported to the Tien Yuen Iron Works, also owned and operated by Sheng.

SURVEY OF THE LINE.

A reconnaissance survey was run over the entire line by Wm. Barclay Parsons in 1899-9. Since then preliminary surveys have been run from Canton N. nearly 150 miles, and 100 miles of same permanently located. On the N. end preliminary location lines have been run from Yeh Chow, at the mouth of the Siang River, to Chu Chou, the point of intersection with the Ping Hsiang branch. This is a distance of 150 miles, and is probably the portion which will be first constructed. This section, in connection with the Ping Hsiang-Chu Chou branch will deliver coal and coke to the comparatively deep water navigation of the Yangtze, and her sister, distributed along the lower Yangtze by boat.

The Canton-Samshui branch for the first 14 miles out from Canton runs over a flat country of alluvial formation and entirely covered with rice fields, cane, and vegetable gardens. This country is cut by many tidal streams, some of them being 125 ft. wide and very deep. Beyond Chai Hsi the country assumes a broken aspect, and many low ridges separate the various valleys across which the line runs. These ridges are mostly of soft sandstone, only one roof of hard rock being found, and that was a black basalt at Wong Ting See, 3 miles N. of Sai Nam. The entire country except the ridges would be subject to overflow except for dykes which are about 7 ft. near Canton, while at Samshui the main dyke is 30 ft. high. All the streams crossed are navigable for some kind of craft at some time during the year, and this fact forced an ascending and descending grade at the principal crossings.

The first 10 miles of this branch to Fatsan is double-tracked and the last 20 miles is single-tracked. The double-tracked portion has 13 ft. centres and 31 ft. roadbed; is laid with 7 lb. steel rails on steel ties and ballasted with broken stone on the Canton end and sand on the Fatsan end. The single-tracked line has a roadbed 18 ft. wide, is laid with the same weight rails upon Japanese oak ties, and is entirely sand ballasted. The alignment is very good.

ENGINEERING DIFFICULTIES.

The only engineering difficulties on this division are the bridge foundations, which were made by first driving piles to a depth sufficient to give a bearing power of 12 tons on each pile. The required resistance to penetration was usually obtained in a strata of coarse quartz sand which lay from 30 to 50 ft. below the surface and varied from 3 to 4 ft. in thickness. In some cases a bearing power of only 6 or 7 tons could be obtained, in which cases special designs were made by putting in more piles and covering more ground. The piles were cut off below water-level, all the soil taken out from between them, and coarse stones were rammed in to within 2 ft. of their tops upon which concrete was built to sub-grade and granite bridge seats put on. The spans are of 10, 15, 20, and 30 ft. deck girders, and 7 and 60 ft. through girders. There is one bridge across the Siang River with 96 ft. spans and three other bridges on the line 120 ft. long, which have 60 ft. and two 30-ft. girders. Several box and arch concrete culverts were used, and arched road crossings of low grade. Short spans were used for economical reasons as steel laid down at the bridge sites was costly, while the cost of foundations was low owing to cheap material and labour. The ease in handling short spans with unskilled labour was a large factor, and all these reasons tended to an opinion that the best condition to that found in Europe and America.

Only one permanent station was constructed and that at Fatsan. All others are small and temporary and put in at an average distance of 2 miles, thus giving the traffic an opportunity to develop and decide where stations were necessary. The Fatsan Station is a fairly handsome 2-story structure built of brick and wood and the cost was about \$15,000. Hongkong currency. A black iron bridge across the Siang River at Shao Wei Tong, which is complete enough to take all necessary assembling of rolling stock for the division and keep it in repair. This shop is entirely operated by Chinese workmen.

CHINESE CONTRACTORS.

With the bland-like simplicity of the Chinese there was no trouble in finding would-be contractors who would undertake any kind of contract for any price and agree to complete it in any time required. Experience taught the engineers that the Chinese were able to contract for earth embankments and shallow cuts, while all other work was more economically performed by using foreign foremen or letting the work to foreign contractors. At best it was slow and costly as all the workmen had to be first taught, and there were no experienced foremen or reliable foreign contractors available. The building of this line was not only a school for the Chinese employed but it taught the engineers in charge how to take advantage of the peculiar conditions in China. That this schooling was valuable was clearly proven by the greatly reduced cost of the work performed on the main line after the completion of the branch.

METHODS AND COST OF CONSTRUCTION.

Many unique methods of construction were used, some original and others older than the hills in China, although new to foreigners. In the construction of embankments the Chinese were fairly adept for the reason that they had been constructing dykes for hundreds of years. They entirely ignored the use of wheelbarrows or all other methods of transportation except baskets. They were finally broken in to use wheelbarrows and small carts carrying about 1 cub. yd. For the transportation of materials

less than 100 ft., baskets were found to be more economical, while for moderately short hauls the wheelbarrow proved the best. The cars were used in long hauls of 1,000 to 2,000 ft., and at a distance of 2,000 ft., ordinarily soft-cut material could be piled, shored into the cars and delivered into an embankment 200 ft. away from the cut in 25 to 30 minutes per yd. Cost of material by cars was about 4 cents per cub. yd., while overhauled by basket or wheelbarrow was from 1 to 2 cents per yd. The cost of embankments to a height of 4 or 5 ft., through rice fields, was from 10 to 12 cents per cub. yd., the cost increasing as to height of embankment, coming up to 18 or 20 cents in some of the highest. These prices obtained on the main line after the completion of the branch. The cost of rock excavation ran from 60 cents on the softer sandstones to \$1.40 on hard trap per cub. yd.

Piles cost from 25 to 35 cents per lin. ft. according as they were 25 or 50 long. The piles used were Chinese pine brought many hundreds of miles from the headwaters of the North and West Rivers. This wood is very poor—something like basswood—but is the best available and answers fairly well for pile foundations, but great care has to be used in driving to avoid breaking. A diameter of from 14 to 16 ins. at the butt is about the extreme size that is obtainable. The driving cost about \$2 each. At the larger bridges steam drivers were used and at the smaller ones hand drivers. The hand drivers were hand-made and operated with a wheel. One of the drivers was fitted with a tri-axial arrangement for raising the hammer, and it was found that the same number of coolies would drive twice as many piles in this method in a day as by hand, and the manner of working appealed to them more strongly than raising the hammer by turning a crank.

Concrete for bridge foundations were composed of 1 part cement, 3 parts sand, and 5 parts broken stone. This cost in places from \$10 to \$14 per cub. yd., exclusive of cost of cofferdam when used, which added from \$1 to \$2 per cub. yd. The cement used was the "Green Island" brand, which is one of the best cements in the Orient and very satisfactory to use on account of its uniformity. Said of a most excellent quality was found in the immediate neighbourhood while the broken stone came from the North River and cost about \$2 per cub. yd. Oregon Pine was used for forms, false work, etc., and cost in Canton \$70 per 1000 ft.

ROLLING STOCK.

The rolling stock is all of American make. Eight second-hand locomotives of the Mack and Elwell-Baker were bought for \$3,000 each, and sent out for temporary and construction purposes. The standard locomotives weigh about 80 tons complete and were built by the Pittsburgh Locomotive Works. Two of them are in use now and they are very common-sense and up-to-date machines. Twenty 40-ton flatcars were sent out before the branch was completed and it was necessary to transform them into temporary passenger coaches. This was done by the use of rough-hewn pine, boarding them up half over putting on a roof covered with "P. & B." roofing, and furnished with four long benches running lengthwise of the coach. The first class coaches were the same except the benches were either covered with Canton matting or replaced with bamboo chairs and had Canton matting on the floors.

The next step was the conversion of boxcars into passenger coaches which was performed by putting in benches and cutting two coach windows on either side. After a few months first, second and third-class coaches were sent out, also baggage cars.

THE MAIN LINE.

Construction was begun on the main line in January, 1904, and entirely suspended in October of the same year. During this time 12 miles were practically completed from Canton to Ko Tong, and the exception of laying the line 120 ft. long, which have 60 ft. and two 30-ft. girders. Several box and arch concrete culverts were used, and arched road crossings of low grade. Short spans were used for economical reasons as steel laid down at the bridge sites was costly, while the cost of foundations was low owing to cheap material and labour. The ease in handling short spans with unskilled labour was a large factor, and all these reasons tended to an opinion that the best condition to that found in Europe and America.

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LATEST STEAMER MOVEMENTS.

The M.M. str. *Touane*, with the next French mail, left Singapore yesterday, at 4 p.m. for this port via Saigon.

The P.M. str. *Korea* left Shanghai on Saturday, at 11 p.m., and is expected to arrive here to-day, at 8 a.m.

The P.M. str. *Mongolia* arrived at Yokohama from San Francisco on the 27th. Her departure from that port is yet uncertain.

The C.P.R. str. *Attenion* arrived at Shanghai at 3 p.m. on Saturday, the 27th Jan., and left again at 10 p.m. same day for Nagasaki, where she was due to arrive at noon yesterday.

The A. & O. Line str. *Yeddo*, from New York, left Singapore on the 28th inst., and may be expected here on the 4th Feb.

LONG HING & CO.

IMPORTERS OF HIGH CLASS CAMERAS. NO. 17, QUEEN'S ROAD.

N. & G. SPECIAL B. 1 PLATE CAMERA, Fitted with ZEISS "PROTAR" Lens, Yellow Screen, and Leather Case	\$300.00
N. & G. "NYDIA" POCKET CAMERA, 1 PLATE, Fitted with ROSS Homocentric Lens and Leather Case	135.00
ROSS FOCAL PLANE CAMERA 1 PLATE, with 3 Dark Slides and Leather Case	140.00
No. 3a. FOLDING POCKET KODAK, with B. & L. PLATINUM Lenses	150.00
" 4. SORENO FOCUS " " " " " " " " " " " "	140.00
" 4. CARTERIDGE " " " " " " " " " " " "	135.00
" 3a. FOLDING POCKET " " " " " " " " " " " "	120.00

RACES! RACES!! RACES!!!

"THE BURLINGTON."

UNDER NEW MANAGEMENT.

SPECIAL SHOW DAY, JANUARY 29th, 1906.

WE beg to inform our numerous CUSTOMERS that on the above date we shall show a large assortment of SMART HATS and TOQUES with other novelties for the RACE SEASON.

2, PEDDER STREET, OPPOSITE THE HONGKONG HOTEL.

Hongkong, 11th January, 1906.

THE BRITISH ARMY.

The returns respecting the distribution of the regular military forces in the last weeks of last year (says the *N. & M. Record*) shows that at home the proportion of units is being maintained in the normal condition to which it was gradually restored after the conclusion of the South African war. In the British Isles there are 18 regiments of cavalry, 15 battalions of Royal Horse Artillery, 43 Garrison Artillery companies, more than 50 companies or troops of Engineers, 68 companies of the Army Service Corps, all the companies of the Medical Corps (though there are many detachments abroad), 16 companies of the Ordnance Corps, and 7 battalions of Infantry. The Aldershot Army Corps has, of course the most complete organisation as a fighting force. Sir John French having under his command a cavalry brigade of three regiments, 20 infantry battalions (with four others stationed out of his district), three horse and 21 field batteries, and large proportions of the Royal Engineers of all kinds, and of the Army Service, Ordnance, and Medical Corps. In the Eastern Command under Lord Methuen, there are six cavalry regiments, in two brigades, and 21 infantry battalions; and in the London District, the 1st Cavalry Division, and 12 infantry battalions, and also 19 infantry battalions and 12 cavalry regiments, and 21 field batteries, and 12 companies of the Army Service Corps, and 12 companies of the Medical Corps, and 12 companies of the Ordnance Corps, and 12 companies of the Infantry.

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NOTICE.

Communications respecting Advertisements, Subscriptions, Printing, Binding, &c., should be addressed to the Editor, and special business matters to the Manager, only, and special business matters to the Manager, only, and special business matters to the Manager, only.

Orders for extra copies of DAILY PRESS should be sent in before 11 a.m. on day of publication. After that hour the supply is limited. Only supplied for Cash.

Advertisements and Subscriptions which are not ordered for a fixed period will be continued until countermanded.

Telegraphic Address: Pumps, Codes: A.B.O., 5th Ed. Lube's.

P.O. No. 22. Telephone No. 12

NEW ADVERTISEMENTS

BEKANNTMACHUNG.

I, Missen Handelsregister A. No. 1 ist heute zur Firma A. SCHOMBURG & CO. eingetragen worden:

Die dem ERNST DORLACH ortholite PROKURA ist erloschen.

Pakhoi, den 16. Januar, 1906.

KAISERLICH DEUTSCHES KONSULAT.

297

TASTE

FUSSELL'S UNSWEETENED PURE EVAPORATED CREAM

and you will have no other.

COLONISTS, Minors, Sailors, Yachtmen, Hotel Proprietors, in fact Everybody in all parts of the globe have pronounced it as "Simply Delicious."

Solo Agent.

H. RUTTONJEE.

Hongkong, 30th January, 1906. 298

HONGKONG ICE COMPANY, LTD.

THE TWENTY-FIFTH ORDINARY ANNUAL MEETING of Shareholders will be held at the Office of the General Managers, at 12.30 p.m. on THURSDAY, 15th February, to receive a Statement of the Company's Accounts to 31st December, 1905, and the Report of the General Managers.

THE TRANSFER BOOKS of the Company will be CLOSED from the 5th to 15th February, both days inclusive.

JARDINE, MATHESON & CO. General Managers.

Hongkong, 30th January, 1906. 301

HUMPHREYS ESTATE AND FINANCE COMPANY, LIMITED.

THE TWENTIETH ORDINARY ANNUAL GENERAL MEETING of Shareholders of the above Company will be held at the Registered Office of the Company, Alexandra Buildings, Des Vaux Road, Central, on SATURDAY, 10th FEBRUARY, 1906, at NOON, for the purpose of receiving the Report of the Directors with a Statement of Accounts for the year ending 31st December, 1905.

The Transfer Books of the Company will be closed from 3rd to 12th February, 1906, both days inclusive.

J. D. HUMPHREYS & SON, General Managers.

Hongkong, 30th January, 1906. 302

TO LET.

AT QUEEN'S BUILDINGS, the Offices (Ground Floor) lately occupied by Hamburg-America Linie.

Apply to—SIEMSEN & CO. Hongkong, 30th January, 1906. 299

COMPAGNIE DES MESSEGERIES MARITIMES

FOR SHANGHAI, KOBE AND YOKOHAMA.

THE Company's Steamship "TOURANE,"

Captain Girard, will be despatched for the above Ports on or about MONDAY, the 5th February.

For Freight or Passage, apply to G. DE CHAMPEAUX, Agent.

Hongkong, 17th January, 1906. 300

THE ORIENTAL PACIFIC LINE.

FOR SAN FRANCISCO VIA PORTS.

THE Steamship "SEMINOLE,"

Tons 6050, will be despatched about end of February.

For Freight, apply to SHEWAN, TOMES & CO. Agents.

Hongkong, 30th January, 1906. 300

DOUGLAS STEAMSHIP COMPANY LIMITED.

FOR SWATOW, AMOY AND FOCHOW.

THE Company's Steamship "HAICHING,"

Captain A. E. Hodgins, will be despatched for the above Ports TO-DAY, the 30th inst., at 11 A.M., instead of as previously advertised.

For Freight or Passage, apply to DOUGLAS LAPELAK & CO. General Managers.

Hongkong, 29th January, 1906. 294

NOTICE TO CONSIGNEES.

FROM CALCUTTA, PENANG AND SINGAPORE.

THE Steamship "GREGORY APCAR,"

having arrived from the above Ports, Consignees of Cargo are hereby informed that their Goods will be delivered from alongside.

Cargo impeding the discharge will be landed at once, at Consignees' risk and expense.

Cargo remaining on board after 4 p.m., of the 31st instant, will be landed at Consignees' risk and expense into the wharves and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited.

Consignees of Cargo from SINGAPORE and PENANG are requested to take IMMEDIATE delivery of their Goods from alongside, such Cargo impeding the discharge of the Vessel will be landed and stored at Consignees' risk and expense.

Bills of Lading will be countersigned by the undersigned.

DAVID SASSON & CO., LD., Agents.

Hongkong, 29th January, 1906. 295

INTIMATIONS.

TO THE INHABITANTS OF THE COLONY OF HONGKONG.

FREE VACCINATION.

TAKE NOTICE that VACCINATION is performed Free of Charge at the GOVERNMENT CIVIL HOSPITAL, TUNG WAI HOSPITAL, ALICE MEMORIAL HOSPITAL and NETHERSOLE HOSPITAL, on the days and at the times specified below, and that you are strongly advised to avail yourselves of this privilege and attend at one of these places with your children to be vaccinated in order to protect yourselves from Small Pox.

G. A. WOODCOCK.

Secretary, Sanitary Board.

GOVERNMENT CIVIL HOSPITAL.

Every day except SUNDAY from 2 to 4 p.m.

TUNG WAI HOSPITAL: On the 1st day of the month (Chinese reckoning), and every alternate day subsequently, at 10 A.M.

ALICE MEMORIAL HOSPITAL: On MONDAYS and THURSDAYS, at 12 NOON.

NETHERSOLE HOSPITAL: On WEDNESDAYS and SATURDAYS, at 11 A.M.

Hongkong, 27th January, 1906. 284

CONNAUGHT RECEPTION.

It has been decided (subject to the approval of His Royal Highness) to give a Subscription Ball from the Community of Hongkong to His Royal Highness PRINCE ARTHUR OF CONNAUGHT, K.G., G.C.V.O., on MONDAY, February 12th, at 9.30 p.m., in the City Hall.

All British Subjects willing to subscribe are invited to send in their names to the undersigned. Those of other nationalities who wish to subscribe will oblige by sending their names to their respective Consuls, who will forward them to the Ball Committee.

The Subscription is (\$15) fifteen dollars, which includes the female members of subscribers' family residing under his roof.

In sending in applications, subscribers will oblige by kindly giving their address, and stating ladies who are to be included in their subscription.

Intending subscribers will please send in their names as soon as possible as the number of tickets must be limited.

W. ARMSTRONG, Hon. Sec. Ball Committee, (c/o Butterfield & Swire.)

Hongkong, 25th January, 1906. 278

HONGKONG JOCKEY CLUB.

NOTICE.

THE 1906 RACE MEETING will be held on MONDAY, 12th FEBRUARY, and TWO FOLLOWING DAYS, not on the 1st, 2nd and 3rd March, as previously arranged for.

In all other respects the programme as issued will stand.

By Order, T. F. HOUGH, Clerk of the Course.

Hongkong, 4th January, 1906. 147

MADAME JAY'S.

No. 4, DES VEAUX ROAD.

IMPORTERS OF SMART MILLINERY AND CORRECT STYLES OF EVENING & DAY GOWNS, HAVE JUST RECEIVED FROM PARIS:

A VARIETY OF CHIC WALKING JACKETS.

"LADIES' CLOTH" in the NEW SHADES.

A NEW MAKE in VOILS; BEAUTIFUL LACE and SPANGLED ROBES.

MADAME JAY'S have a NOTED CUTTER from the "City of Paris," S.F., whose specialty is EVENING, PRINCESS, and DANCING PROCKS.

Hongkong, 29th January, 1906. 290

S. MOUTRIE & CO., LIMITED.

14, QUEEN'S ROAD, ARE REMOVING ON THE 31st JANUARY TO YORK BUILDINGS, CHATER ROAD, (Late ORIENTAL INDUSTRIES)

Next Door to Messrs. KROSE & Co.

S. MOUTRIE & CO., LIMITED, 14, Queen's Road (Entrance in Zetland St.)

Hongkong, 30th January, 1906. 213

ZETLAND LODGE, No. 325, E.C.

A REGULAR MEETING of ZETLAND LODGE will be held at the FREE-MASONS' HALL, on THURSDAY, the 1st February, at 8.30 for 9 p.m. precisely.

Visiting Brothers are cordially invited to attend.

Hongkong, 29th January, 1906. 289

AUCTIONS.

PUBLIC AUCTION.

THE Undersigned have received instructions from the Hon. the Director of Public Works, to Sell by Public Auction, TO-DAY (TUESDAY), the 30th January, 1906, at 11 A.M., at the Government Stores, Warehouse, SUNDREY CONDEMNED, AND OBSOLETE STORES, Comprising—

A Large Quantity of COLOURED PAINTS, BRASS TAPS, TILES, IRON STOVES and GRATES, FENESTERS, OLD IRON, &c., &c.

TERMS—As usual.

HUGHES & HOUGH, Government Auctioneers.

Hongkong, 23th January, 1906. 282

PUBLIC AUCTION.

THE Undersigned have received instructions to Sell by Public Auction, TO-MORROW (WEDNESDAY), and THURSDAY, the 7th and 8th February, 1906, commencing each day at 2.30 p.m. sharp, at "ST. ANDREW'S," Barker Road, The Peak, THE WHOLE OF THE VALUABLE HOUSEHOLD FURNITURE, Therein contained comprising:—

MAPLES and MARINBURK'S MANUFACTURES, BECHSTEIN PIANO, BEDS, CURTAINS, CUTLERY, ELECTRO-PLATE, SMALL QUANTITY OF HOUSE and TABLE LINEN, CARPETS, 2 MOSQUITO NETS, JINRICKSHAS, FITTINGS, CHAIRS, JINRICKSHAS, CAMERA COMPLETE, ONE TELESCOPE on STAND, GAR DEN HOSE and ROLLER, GARDEN SEATS, CROQUET and BOWLS (new), FOWLS, and a large Assortment of PALMS, FERNS, ORCHIDS, and other PLANTS.

The downstairs Furniture and part of the Plants will be sold on Wednesday and the Bedroom Furniture and remainder of the Plants on Thursday.

On View—Monday and Tuesday, the 5th and 6th February.

Catalogues will be issued.

TERMS—As usual.

For further particulars, apply to HUGHES & HOUGH, Auctioneers.

Hongkong, 25th January, 1906. 283

INSURANCES.

NORTH BRITISH AND MERCANTILE INSURANCE COMPANY.

TOTAL FUNDS AT 31st DECEMBER, 1904, £1,161,289.

I. AUTHORIZED CAPITAL, £3,000,000

SUBSCRIBED CAPITAL, £750,000

PAID-UP CAPITAL, £37,500 0 0

II. FIRE FUNDS, £3,001,283 12 9

The Undersigned, AGENTS for the above Company, are prepared to ACCEPT RISKS against FIRE at Current Rates.

SHEWAN, TOMES & CO., Agents.

Hongkong, 30th June, 1905. 1567

AACHEN AND MUNICH FIRE INSURANCE CO. OF AIX-LE-CHAPPELLE

THE Undersigned, having been appointed AGENTS for the above Company, are prepared to ACCEPT RISKS against FIRE at Current Rates.

REUTER, BROCKELMANN & CO., Agents.

Hongkong, 21st April, 1897. 113

L'UNION OF PARIS FIRE INSURANCE COMPANY, LIMITED

THE Undersigned having been appointed AGENTS for the above Company are prepared to accept Risks against Fire at current rates.

SIEMSEN & CO. Hongkong, 1st January, 1904. 28

"JANUS" LIFE & ANNUITY INSURANCE CO., HAMBURG, ESTABLISHED 1848.

ASSETS PER 31st DECEMBER, 1904, Mk. 53,400,000—equal to £2,600,000.

THE UNDERSIGNED, having been appointed GENERAL AGENTS of the above Company for Hongkong and China, are prepared to accept LIFE and ANNUITY Insurances, as well as to issue ACCIDENT Policies at the most liberal terms ever offered in the East.

SIEMSEN & CO. Hongkong, 1st January, 1906. 155

BOARD AND RESIDENCE.

FIRST-CLASS BOARD & RESIDENCE AT "BRASSIDE," A LARGE AND COMMODIOUS RESIDENCE standing in its own grounds, with Tennis Courts, Good Dining and Reception Rooms, Large Airy and Well Furnished Bedrooms, every home comfort. Fine View of the Harbour; Terms moderate.

Apply to—Mrs. F. W. WATTS, "Brasside," 30, Macdonnell Road (late of "Tang Yuen.")

Hongkong, 27th June, 1905. 43

BOARD AND RESIDENCE.

MRS. GILLANDERS "GLENWOOD," 27, CAINE ROAD, Hongkong, 20th September 1905. 2165

BOARD AND RESIDENCE.

LARGE FRONT ROOM in Knutsford Terrace, suitable for Married Couple or two Young Men. Two beds. Verandah.

Apply to—"M. C." Care of "Daily Press" Office.

Hongkong, 16th January, 1906. 226

NOTICE TO KOWLOON RESIDENTS

EXTRA COPIES of Daily Press are on sale daily at Mr. H. RUTTONJEE'S KOWLOON STORE, No. 36, Elgin Road and Mr. AH YAU'S FERRY WHARF STALL.

Hongkong, 22nd December, 1903.

PUBLIC COMPANIES.

THE WEST POINT BUILDING COMPANY, LIMITED.

NOTICE IS HEREBY GIVEN that the EIGHTEENTH ORDINARY MEETING of Shareholders in this Company will be held at the COMPANY'S OFFICES, Victoria Buildings, on THURSDAY, the 1st FEBRUARY, 1906, at 11.30 o'clock a.m., for the purpose of receiving the Report of the Directors together with Statement of Accounts for the year ending 31st December, 1905.

The REGISTER of SHARES of the Company will be CLOSED on SATURDAY, the 20th January, to THURSDAY, the 1st February (both days inclusive), during which period no transfer of Shares can be registered.

By Order of the Board of Directors, A. SHELTON HOOPER, Secretary to the

HONGKONG LAND INVESTMENT AND AGENCY CO., LD., General Agents for the

West Point Building Co., LD. Hongkong, 11th January, 1906. 193

THE HONGKONG LAND INVESTMENT AND AGENCY CO., LD.

NOTICE IS HEREBY GIVEN that the SEVENTEENTH ORDINARY MEETING of Shareholders in this Company will be held at the COMPANY'S OFFICES, Victoria Buildings, on THURSDAY, the 1st FEBRUARY, 1906, at 12 o'clock noon, for the purpose of receiving the Report of the Directors together with Statement of Accounts for the year ending 31st December, 1905.

The REGISTER of SHARES of the Company will be CLOSED on SATURDAY, the 20th January, to THURSDAY, the 1st February (both days inclusive), during which period no transfer of Shares can be registered.

By Order of the Board of Directors, A. SHELTON HOOPER, Secretary.

Hongkong, 11th January, 1906. 192

THE KOWLOON LAND & BUILDING COMPANY, LIMITED.

NOTICE IS HEREBY GIVEN that the SEVENTEENTH ORDINARY MEETING of Shareholders in this Company will be held at the COMPANY'S OFFICE, Victoria Buildings, on THURSDAY, the 1st FEBRUARY, 1906, at 12 o'clock noon, for the purpose of receiving the Report of the Directors together with Statement of Accounts for the year ending 31st December, 1905.

The REGISTER of SHARES of the Company will be CLOSED on MONDAY, the 28th January, to TUESDAY, the 8th February (both days inclusive), during which period no transfer of Shares can be registered.

By Order of the Board of Directors, A. SHELTON HOOPER, Secretary to the

HONGKONG LAND INVESTMENT AND AGENCY CO., LD., Agents for the

Kowloon Land & Building Co., LD. Hongkong, 19th January, 1906. 250

THE HONGKONG, CANTON & MACAO STEAMBOAT COMPANY, LIMITED.

NOTICE TO SHAREHOLDERS.

THE SEVENTY-NINTH ORDINARY HALF-YEARLY MEETING of SHAREHOLDERS in the Company will be held at the Office of the Company, HOTEL MANSIONS, on THURSDAY, the 15th FEBRUARY, at 11 A.M., for the purpose of receiving a Report of the Directors, together with a Statement of Accounts, declaring a Dividend, confirming the appointment of Directors and electing Auditors.

The TRANSFER BOOKS of the Company will be CLOSED from the 2nd to the 15th February, both days inclusive.

By Order of the Board of Directors, T. ARNOLD, Secretary.

Hongkong, 23th January, 1906. 250

CHINA TRADERS' INSURANCE COMPANY, LIMITED.

NOTICE IS HEREBY GIVEN that an EXTRAORDINARY GENERAL MEETING of the CHINA TRADERS' INSURANCE COMPANY, LIMITED, will be held at the Registered Office of the Company at Queen's Buildings, Victoria, in the Colony of Hongkong, on FRIDAY, the SIXTEENTH day of FEBRUARY, 1906, at 12 NOON, for the purpose of considering and if thought fit passing the proposed special Resolutions. Should the said Resolutions be passed by the required majority, they will be submitted for confirmation as Special Resolutions to a Second Extraordinary General Meeting which will be subsequently convened.

Dated the 25th January, 1906.

By Order of the Board, JAMES WHITTALL, Secretary.

(1) That the Articles of Association of the Company be altered in the following manner:—

The following Article shall be substituted for Article 130, namely:—

130. The Board, through its Secretary, shall make Yearly Statements of the Accounts of the Company from the 1st day of January to the 31st day of December, in each and every year, which shall be duly audited and presented to the Shareholders, at each of the Ordinary Meetings of the Company, together with a Report on the general position of the Company.

(2) That the Board, through its Secretary, shall make a Statement of the Accounts of the Company as from the 1st day of May, 1905, to the 31st day of December, 1905, which shall be duly audited and presented to the Shareholders at the next Ordinary Meeting of the Company to be held during 1906 and that, inasmuch as the Accounts of the Company have already been audited and presented to the Shareholders on the 30th April, 1905, no further or other Statements of the Accounts of the Company for the year 1905, shall be called for or presented to the Shareholders in respect of Article 130 as this day substituted.

281

CARTRIDGES.

IMPORTED EVERY MONTH, THEREFORE ALWAYS FRESH

ELEY'S, SCHULTZ'S, AMBERITE and KYNOC'S SPORTING CARTRIDGES 3, 10, 12, 16, and 20 BORE and NEWCASTLE CHILLED SHOT in all Sizes, Nos. 10 to 55SG. AIR GUNS and AMMUNITION in Variety.

WM. SCHMIDT & CO. Hongkong, 29th November, 1902. 2349

TO LET.

TO LET.

NEW "KINGSCLEERE" with Stables entrance in both Kennedy and Macdonnell Roads.

For full particulars, apply to—LINSTEAD & DAVIS, Alexandra Buildings, 3rd Floor, Hongkong, 17th February, 1905. 82

TO LET.

NO. 1, RIFON TERRACE, No. 5, CLIFTON GARDENS, Conduit Road.

No. 6, CLIFTON GARDENS, No. 17, WONG NEI CHONG ROAD. OFFICES in course of erection, CONNAUGHT ROAD (near BLAKE PIKE).

GOULDING'S PRATA EAST. A BUILDING at Causeway Bay, formerly in occupation of the Steam Laundry Co., LD. HOUSES in MORRISON TERRACE.

Apply to—THE HONGKONG LAND INVESTMENT & AGENCY CO., LD. Hongkong, 13th January, 1906. 177

TO LET.

A NEW EUROPEAN HOUSE, next but one to "Glencoe," Macdonnell Road, containing 7 Rooms and Bath Rooms, with a well laid out Lawn. Full View of Harbour.

Apply to—CHUNG CHI NAM, 31, Bonhom Street, West. Hongkong, 4th December, 1905. 150

TO LET.

THE First-floor of YORK BUILDINGS (Opposite Messrs. GAUFF & Co.) For Offices.

Apply to—KELLY & WALSH, LD. Hongkong, 4th September, 1905. 137

TO LET.

HOUSE No. 5 ROSE TERRACE, Robinson Road, Kowloon. Immediate possession.

HOUSE No. 2 ROSE TERRACE, Robinson Road, Kowloon. Possession from 1st February, 1906.

Apply to—The COMPADORE, Messrs. BARBETTO & Co. Hongkong, 1st January, 1906. 124

OCEAN STEAMSHIP COMPANY, LD. AND CHINA MUTUAL STEAM NAVIGATION CO., LD.

JOINT SERVICES.
FORTNIGHTLY SAILINGS FOR LONDON AND CONTINENT.
MONTHLY SAILINGS FOR LIVERPOOL.

TAKING CARGO ON THROUGH BILLS OF LADING FOR ALL EUROPEAN,
NORTH AND SOUTH AMERICAN, WEST AUSTRALIAN, JAPAN
AND HAWAIIAN PORTS.

EUROPEAN SERVICE.

FROM	STEAMERS	TO SAIL
GLASGOW and LIVERPOOL...	"PELEUS"	On 6th February.
GLASGOW and LIVERPOOL...	"ALCINOUS"	On 13th February.
GLASGOW and LIVERPOOL...	"LABRITES"	On 20th February.
GLASGOW and LIVERPOOL...	"YANGTSE"	On 27th February.
GLASGOW and LIVERPOOL...	"PIOMED"	On 6th March.
GLASGOW and LIVERPOOL...	"AGAMEMNON"	On 13th March.

OUTWARDS.

FROM	STEAMERS	TO SAIL
GLASGOW and LIVERPOOL...	"PELEUS"	On 6th February.
GLASGOW and LIVERPOOL...	"ALCINOUS"	On 13th February.
GLASGOW and LIVERPOOL...	"LABRITES"	On 20th February.
GLASGOW and LIVERPOOL...	"YANGTSE"	On 27th February.
GLASGOW and LIVERPOOL...	"PIOMED"	On 6th March.
GLASGOW and LIVERPOOL...	"AGAMEMNON"	On 13th March.

HOMEWARDS.

FROM	STEAMERS	TO SAIL
AMSTERDAM, LONDON and ANTWERP	"STENTOR"	On 30th January.
AMSTERDAM, LONDON and ANTWERP	"PATROCLUS"	On 13th February.
AMSTERDAM, LONDON and ANTWERP	"SAINT BEDE"	On 20th February.
AMSTERDAM, LONDON and ANTWERP	"ANTENOR"	On 27th February.
AMSTERDAM, LONDON and ANTWERP	"ACHILLES"	On 13th March.
AMSTERDAM, LONDON and ANTWERP	"PELEUS"	On 20th March.
AMSTERDAM, LONDON and ANTWERP	"ALCINOUS"	On 27th March.

TRANS-PACIFIC SERVICE.

Operating in conjunction with

THE NORTHERN PACIFIC RAILWAY CO.

AND TAKING CARGO ON THROUGH BILLS OF LADING TO ALL OVERLAND
COMMON POINTS IN THE UNITED STATES OF AMERICA AND CANADA.

EASTWARD.

FROM	STEAMERS	TO SAIL
VICTORIA, SEATTLE, TACOMA, & PACIFIC COAST PORTS, VIA NAGASAKI, KOBE and YOKO-	"YANGTSE"	On 24th February.
HAMA	"BELLEROPHON"	On 24th March.

WESTWARD.

FROM	STEAMERS	TO SAIL
TACOMA, SEATTLE, VICTORIA, and PACIFIC COAST	"PINGSUEY"	On 7th February.
	"OANFA"	On 24th February.

For Freight, apply to

BUTTERFIELD & SWIRE,

AGENTS.

Hongkong, 25th January, 1906.

CHINA NAVIGATION CO. LIMITED.

FOR	STEAMERS	TO SAIL
MANILA, ZAMBOANGA, PORT DARWIN, THURSDAY ISLAND, COOK TOWN, CAIRNS, TOWNSVILLE, BRISBANE, SYDNEY and MELBOURNE	"YANGTSE"	On 24th February.
	"BELLEROPHON"	On 24th March.

FROM	STEAMERS	TO SAIL
CEBU and ILOILO	"KALFONG"	On 5th February.
MANILA	"TAMING"	On 6th February.
YOKOHAMA and KOBE	"TSINAN"	On 8th February.

* The attention of Passengers is directed to the superior accommodation offered by these
steamers, which are fitted throughout with Electric Light. Unrivalled Table. A duly qualified
Surgeon is carried.

† Taking Cargo on through bills of lading to all Yangtze and Northern China Ports.
‡ Taking Cargo and Passengers at through rates for all New Zealand Ports and other
Australasian Ports.

REDUCED SALOON FARES, SINGLE AND RETURN, TO MANILA AND
AUSTRALIAN PORTS.

For Freight or Passage, apply to

BUTTERFIELD & SWIRE,

AGENTS.

Hongkong, 29th January, 1906.

PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

FOR	STEAMERS	TO SAIL	REMARKS.
LONDON and ANTWERP via SINGAPORE, PENANG, COLOMBO and PORT SAID	"MALACCA"	Noon, 31st January	Freight and Passage.

FOR	STEAMERS	TO SAIL	REMARKS.
YOKOHAMA via SHANGHAI, NUBIA and MOJI and KOBE	"F. J. Fox"	About 2nd February	Freight and Passage.

FOR	STEAMERS	TO SAIL	REMARKS.
SHANGHAI	"DONGOLA"	About 9th February	Freight and Passage.

FOR	STEAMERS	TO SAIL	REMARKS.
LONDON &c, via Usual Ports	"ARCADIA"	Noon, 10th February	See Special of Call

For further Particulars, apply to

E. A. HEWETT,

Superintendent.

Hongkong, 30th January, 1906.

NORTHERN PACIFIC LINE.

BOSTON S. S. CO. BOSTON TOWBOAT CO.

CONNECTING AT TACOMA WITH

NORTHERN PACIFIC RAILWAY COMPANY.

PROPOSED SAILINGS FROM HONGKONG FOR

VICTORIA, B.C. AND TACOMA VIA MOJI, KOBE AND YOKOHAMA.

Steamer.	Tons.	Captain.	Sailing Date.
HYADES	3,753	J. Alvon	On 16th February.
TREMONT	9,606	T. W. Garlick	On 26th February.

† Cargo only.

CHEAP FARES, EXCELLENT ACCOMMODATION, ATTENDANCE AND
CUISINE. ELECTRIC LIGHT, DOCTOR AND STEWARDESSES.
The twin-screw s.s. "SHAWMUT" and "TREMONT" are fitted with very Superior
Accommodation for First and Second Class Passengers. The large size of these vessels ensures
steadiness at sea. Electric fan in each room. Barber's shop and steam laundry. Cargo carried
in cold storage.

PARCEL EXPRESS TO THE UNITED STATES AND CANADA.
For further information apply to—

DODWELL & CO., LIMITED,

GENERAL AGENTS.

Queen's Buildings,
Hongkong, 12th January, 1906.

OSAKA SHOSHEN KAISHA.

REGULAR STEAMSHIP SERVICES BETWEEN
HONGKONG, SOUTH CHINA COAST PORTS
AND FORMOSA.

PROPOSED SAILINGS FROM HONGKONG—
SUBJECT TO ALTERATION.

FOR	STEAMERS	TO SAIL
TAMUI VIA SWATOW AND AMOY	"DAIGI MARU"	SUNDAY, 4th Feb. at 10 A.M.
TAMUI VIA SWATOW AND AMOY	"DAIJIN MARU"	SUNDAY, 11th Feb. at 10 A.M.
SHANGHAI VIA SWATOW AMOY AND FOCHOW	"ANPING MARU"	About THURSDAY, 15th Feb.
SHANGHAI VIA SWATOW, AMOY AND FOCHOW	"TRIUMPH"	WEDNESDAY, 31st Jan., at 10 A.M.
SHANGHAI VIA SWATOW, AMOY AND FOCHOW	"DECIMA"	THURSDAY, 8th Feb. at 10 A.M.

* These Steamers have superior accommodation for First-class Passengers, and are fitted
throughout with electric light.

† Taking Cargo on through Bills of Lading to all Yangtze and Northern China Ports.

‡ For Freight, Passage, and further information, apply at the Company's local Branch Office
at No. 8, Des Voeux Road, Central, Hongkong, 29th January, 1906.

T. ARIMA, Manager.

Hongkong, 29th January, 1906.

PENINSULAR & ORIENTAL STEAM NAVIGATION CO.

HOMeward PASSENGER SEASON, 1906.

PROPOSED SAILINGS OF MAIL STEAMERS

FOR

MARSEILLES AND LONDON.

TAKING PASSENGERS ALSO FOR

COLOMBO, INDIA, AUSTRALASIA, EGYPT, BRINDISI, &c.
THROUGH TICKETS ISSUED TO NEW YORK.

Steamers to	Leave	Connecting Steamers	Due at	Due at
COLOMBO	HONGKONG	from COLOMBO to	MARSEILLES	PLYMOUTH
		MARSEILLES & LONDON	3 days earlier	1 day later
ARCADIA	7000	BRITANNIA	7000	Friday
DELHI	8000	MOLDAVIA	10000	Mar. 10
DONGOLA	8000	MONGOLIA	10000	Mar. 24
DELTA	8000	MOULTAN	10000	Apr. 7
OCEANA	7000	MARMORA	10000	Apr. 21
ARCADIA	7000	VICTORIA	7000	May 5
DEVANHA	8000	HIMALAYA	7000	May 20
DELHI	8000	INDIA	8000	June 3
				June 17
				June 23

Passengers change steamers at Colombo, and those for Brindisi transfer also to the Express
Mail Steamer at Port Said.

Accommodation in the connecting steamer from Colombo is arranged in Hongkong at time
of booking.

In addition to the above Mail Steamers the following—

INTERMEDIATE (non-transshipment) STEAMERS

WILL LEAVE FOR

LONDON.

CARRYING SALOON PASSENGERS AT REDUCED RATES.

STEAMERS.	Leave	Leave	Due at
	HONGKONG	SINGAPORE	LONDON
JAPAN	about 14	about 23	about 31
SUMATRA	Feb. 14	Feb. 23	Mar. 31
NUBIA	Feb. 26	Mar. 23	Apr. 14
JAVA	Mar. 14	Mar. 23	Apr. 28
FORMOSA	Mar. 26	Apr. 6	May 12
	Apr. 11	Apr. 20	May 26

These Steamers call also at Singapore, Penang, Colombo, and at Malta or Marseilles.

† "SUMATRA" and "NUBIA" call at MARSEILLES.

‡ "JAPAN," "JAVA" and "FORMOSA" carry only First Saloon Passengers.

For Passage apply to

E. A. HEWETT,

Superintendent.

Hongkong, 8th January, 1906.

IMPERIAL GERMAN MAIL LINE.

NORDDEUTSCHER LLOYD, BREMEN.

STEAM FOR SINGAPORE, PENANG, COLOMBO, ADEN, SUEZ, PORT
SAID, NAPLES, GENOA, ANTWERP, BREMEN/HAMBURG,
PORTS IN THE LEVANT, BLACK SEA AND BYTIC PORTS; ALSO
LONDON, NEW YORK, BALTIMORE, NEW ORLEANS, GALVESTON,
AND SOUTH AMERICAN PORTS.

STEAMERS WILL CALL AT GIBRALTAR AND SOUTHAMPTON TO LAND PASSENGERS
AND LOGGAGE.

N.B.—CARGO CAN BE TAKEN ON THROUGH BILLS OF LADING FOR THE PRINCIPAL PLACES
IN RUSSIA.

PROPOSED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION.

STEAMERS.	SAILING DATES.
ROON	WEDNESDAY 31st January
PREUSSEN	WEDNESDAY 14th February
ZIETEN	WEDNESDAY 28th February
PRINZESS ALICE	WEDNESDAY 14th March
BAYERN	WEDNESDAY 28th March
PRINZ REGENT LUITPOLD	WEDNESDAY 11th April
PRINZ EITEL FRIEDRICH	WEDNESDAY 25th April
SACHSEN	WEDNESDAY 9th May
PRINZ HEINRICH	WEDNESDAY 23rd May
ROON	WEDNESDAY 6th June
PREUSSEN	WEDNESDAY 20th June
ZIETEN	WEDNESDAY 4th July
OLDENBURG	WEDNESDAY 18th July
BAYERN	WEDNESDAY 1st August
PRINZ REGENT LUITPOLD	WEDNESDAY 15th August
PRINZ EITEL FRIEDRICH	WEDNESDAY 29th August

ON WEDNESDAY, the 31st day of JANUARY, 1906, at Noon, the Steamship
"ROON," Captain Meiners, with MAIL, PASSENGERS, SPECIE, and
CARGO, will leave this Port as above, CALLING AT NAPLES and GENOA.

Shipping Orders will be granted till Noon, on MONDAY, the 29th January. Cargo and
Specie will be received on Board until 5 P.M. on TUESDAY, the 30th January, and Parcels
will be received at the Agency's Office until Noon, on TUESDAY, the 30th January.

Contents of Packages are required. No Parcel Receipts will be signed for less than \$2.50,
and Parcels should not exceed Two Feet Cubic in Measurement.

The Steamer has splendid accommodation, and carries a Doctor and Stewaresses.
Linen can be washed on board.

NORDDEUTSCHER LLOYD.

For further Particulars, apply to

MELOCHERS & CO., AGENTS.

Hongkong, 18th January, 1906.

FOR SINGAPORE, PENANG, COLOMBO,
PORT SAID AND NAPLES.

(If Sufficient Inducement Offers.)

THE Steamship

"RHEINLAND,"

Captain Försch, will be despatched for the
above ports on or about the 10th February.

The steamer has splendid accommodation for
passengers and carries a duly qualified doctor
and stewaresses.

HAMBURG-AMERIKA LINIE,
HONGKONG BRANCH.

Hongkong, 13th January, 1906.

REGULAR

STEAMSHIP SERVICE TO NEW

YORK,

VIA PORTS AND SUEZ CANAL
(WITH LIBERTY TO CALL AT MALABAR
COAST).

PROPOSED SAILINGS FROM HONGKONG,
1906.

"ST. GEORGE" About
15th Feb.
"SHIMOSA" to follow.
For Freight and further information, apply to
DODWELL & CO., LD.,
Agents.

Hongkong, 12th January, 1906.

SHIPPING IN PORT.

STEAMERS.
ANGHIN, German str., 1,001, D. Reimers, 23rd
January.—Bangkok 15th January, Rice
and Wood.—Butterfield & Swire.
ANNA, Norwegian str., 773, Olser, 25th Jan.—
Wuhu 18th Jan., Rice.—Order.
BORNSO, German str., 1,314, F. Sembill, 27th
January.—Sandakan 20th Jan., Timber and
General.—Melchers & Co.
BOURBOY, Chinese str., 900, L. Bonl, 27th Jan.,
Saigon 22nd January, General.—Chinese.
CARL DIETRICHSEN, German str., 795, H.
Schludt, 22nd Jan.—Haiphong 18th Jan.,
and Hoilow 21st, General.—Jensen & Co.
CHOYSAO, British str., 1,424, Selby, 21st Jan.,
—Shanghai via Swatow 18th Jan., General.
—Jardine, Matheson & Co.
CITY OF BIRMINGHAM, British str., 147, Wat-
son, 20th Canton via Penang 19th January.
J. W. Jamieson.
CLARA JENSEN, German steamer, 1,103, Jacob
Bendixen, 23rd Jan.—Chinkiang 13th Jan.,
General.—Jensen & Co.
CRANLEY, British str., 2,334, Steele, 28th Jan.,
—Chingwan 19th Jan.—Gibb, Living-
ston & Co.
DAKOTA, American str., 10,714, Emil Francke,
27th Jan.—Saville 16th December, General.
—G. N. S. S. Co.
DR. H. K. KLAS, Norwegian str., 681, H. E. Larsen,
19th Dec.—Hoilow 14th Dec., Sugar.—
Aagaard, Thorson & Co.
ELISABETH RICKMERS, German steamer, 997,
Botsfuh, 25th Jan.—Bangkok 18th Jan.,
Rice.—Butterfield & Swire.
EMMA LUYKEN, German str., 1,160, O. Schen-
feld, 26th Dec.—Hongkong 14th Dec., Coal.—
Order.
EMPRESS OF INDIA, British str., 3,032, E.
Bosham, 17th January.—Yamouner and
Shanghai 15th Jan., Mail and General.—
C. P. R. Co.
FERNANDEZ HERMANOS, American str., 490,
Ondario, 4th Jan.—Manila 1st Jan., Sugar.
—Gibb, Livingston & Co.
FRITHJOF, Norwegian str., 891, H. A. Haraldsen,
13th Jan.—Amoy and Amoy 12th Jan.,
General.—Osaka Shosen Kaisha.
GLENNOL, British str., 2,399, W. T. Larkins,
20th Jan.—Singapore 20th Jan., General.
—Chinese.
GREGORY ARCAR, British str., 2,261, J. G.
Olfant, 28th Jan.—Calcutta via Straits
12th Jan., General.—D. Sassoon & Co., Ltd.
HAICHING, British str., 1,267, Hodgins, 24th
January.—Fochow 21st Jan., Amoy 22nd
and Swatow 23rd, General.—Douglas
Lapraik & Co.
HELEN, German str., 771, J. Jensen, 25th
Jan.—Hollow 24th Jan., General.—Jensen
& Co.
HOLSTEIN, German steamer, 985, A. Niejahr,
27th Jan.—Haiphong 24th Jan. and Hoilow
25th, General.—Jensen & Co.
HONGKONG MARU, Japanese str., 3,447, E. Bent,
21st Jan.—Yokohama 13th Jan., General.
—Toyo Kisen Kaisha.
HOPKING, British str., 1,339, J. M. Hay, 18th
Jan.—Wuhu and Chinkiang 14th January,
General.—Jardine, Matheson & Co.
HSH CHANG, Chinese str., 1,284, P. Klopfer,
26th January.—Shanghai 22nd January,
Chinese.
HYDRA, British str., 2,835, J. B. Kent, 16th
Jan.—Moji 10th January, Coal.—Bradley
& Co.
IOHANG, British str., 1,228, Lloyd-Jones, 22nd
Jan.—Wuhu and Chinkiang 17th Jan.,
General.—Butterfield & Swire.
ITHAKA, German str., 1,450, H. Eckerha, 27th
Jan.—Chinkiang 24th Jan., General.—
Siemssen & Co.
KATERS FINE, British str., 3,070, W. H.
Copp, 26th Jan.—Chingwan 18th Jan. and
21st Jan.—Gibb, Livingston & Co.
KENNEDY, British str., 2,247, Robt. Dover,
21st Jan.—Salina Cruz 13th Dec., Ballast.
—Doddwell & Co.
KON SHING, British str., 1,333, R. Y. Ander-
son, 25th Jan.—Wuhu and Chinkiang 20th
Jan., Rice, Nuts and Oil.—Jardine, Math-
eson & Co.
KUMSANG, British str., 2,077, E. J. Buller, 23rd
Jan.—Calcutta 7th Jan., Penang 13th and
Singapore 16th, General.—Jardine, Math-
eson & Co.
KWANGSI, British str., 1,229, Stott, 22nd Jan.,
—Wuhu 17th Jan., General.—Butterfield
& Swire.
KWANGTAI, Chinese str., 1,562, Wm. H. Lent,
20th January.—Shanghai 17th January,
General.—Chinese.
MACBAY, German str., 996, H. Marjes, 27th
January.—Bangkok 20th January, Rice.—
Butterfield & Swire.
MALACCA, British str., 2,615, C. J. Benton,
28th Jan.—Yokohama via ports 16th Jan.,
General.—P. & O. S. N. Co.
MICHAEL JENSEN, German str., 951, H.
Bendixen, 28th Nov.—Chiofo 23rd Nov.,
Vermorel.—Jensen & Co.
M. SCHNEIDER, German str., 900, Bremer, 22nd
January.—Fochow 17th Jan., General.—
Siemssen & Co.
NANSHAN, British str., 1,299, Allan Jones, 27th
Jan.—Saigon 22nd January, General.—
Bradley & Co.
OSCAR II., Norwegian str., 2,000, R. Wilhelm, 27th
January.—Moji 20th Jan., Coal.—Mitsui
Bussan Kaisha.
OTTENSPERGER, British str., 1,840, J. J. Farnell,
25th Jan.—Moji 19th Jan., Coal.—Mitsui
Bussan Kaisha.
PAKHOI, British str., 1,229, K. E. Tuckin,
22nd Jan.—Wuhu 17th Jan., General.—
Butterfield & Swire.
PAOTING, British str., 1,037, J. Cogan, 28th
Jan.—Shanghai 24th Jan., General.—
Butterfield & Swire.
PETERHABURG, German str., 1,400, G. Hillmann,
27th Jan.—Bangkok 16th Jan., (Rice and
Meal.—Matheson & Co.)
PHONTO, Norwegian str., 890, Hoilow, 5th Jan.,
Haiphong and Hoilow 3rd Jan., General.
—A. R. Morly.
QUARMA, German str., 1,625, Madson, 13th
Jan.—Wakamatsu 1st Jan., Coal.—Sander,
Wielor & Co.
QUINTA, German str., 978, J. Frahm, 25th
Jan.—Chinkiang 20th Jan., Rice and
Groundnuts.—Siemssen & Co.
SHARHEAN, British str., 1,065, Jas. R. Scott,
25th Jan.—Saigon 21st Jan., General.—
Order.
STENOR, British str., 4,308, Chas. Jackson,
24th Jan.—Shanghai 25th Jan., General.—
Butterfield & Swire.
SYFENY, German str., 1,846, Degener, 25th
Jan.—Nagasaki 16th Jan.—Jensen & Co.
TEAN, British str., 1,346, Brown, 26th Jan.,<

POST OFFICE NOTICES.

The Korea, with the American mail, left Shanghai on Saturday, the 27th inst., at 11 p.m., and is expected here today, at daylight.
The Zieten, with the German mail of the 2nd January, left Singapore on Saturday, the 27th inst., at daylight, and may be expected here on or about Thursday, the 1st prox., at daylight.
The Tsuru, with the French mail of the Jan. 5th, leaves Singapore on Monday, the 30th inst., at 4 p.m., and may be expected here on or about Monday, the 5th February. This packet brings replies to letters despatched from Hongkong on the 2nd December.

A Mail for MACAO, is despatched per S.S. WINGCHAI on week-days at 5.00 p.m. On Sunday the mail for MACAO is closed at 8.00 a.m.
Mails for CANTON, SAMSHUI and WUCHOW are closed on week-days at 7.30 a.m. and at 5.00 p.m.
Mails for CANTON, NAMTAO, SANHUI, *KONOMOON, *KUMCHUI, *SAMSHUI, and *WUCHOW are closed every weekday, at 5 p.m. On Sundays the mails are closed at 9 a.m.
No mails are despatched to these places on Saturday evenings, unless previously notified.

MAILS WILL CLOSE

FOR	PER	DATE.
Swatow, Amoy and Foochow	Hongkong	Tuesday, 30th, 10.00 A.M.
Singapore	Yokohama	Tuesday, 30th, 11.00 A.M.
Macao	Hongkong	Tuesday, 30th, 1.00 P.M.
Cebu and Iloilo	Hongkong	Tuesday, 30th, 1.15 P.M.
Manila	Hongkong	Tuesday, 30th, 3.00 P.M.
Sourabaya	Hongkong	Tuesday, 30th, 3.00 P.M.
Swatow, Amoy, Foochow and Shanghai	Hongkong	Tuesday, 30th, 5.00 P.M.
Haitou and Pakhoi	Hongkong	Tuesday, 30th, 5.00 P.M.
Singapore, Penang and Colombo	Hongkong	Wednesday, 31st, 10.00 A.M.
Amoy, Swatow and Rangoon	Hongkong	Wednesday, 31st, 10.00 A.M.
Saigon	Hongkong	Wednesday, 31st, 10.00 A.M.
Shanghai, Nagasaki, Kobe, Yokohama and Seattle	Hongkong	Wednesday, 31st, 10.00 A.M.
Europe, India via Tutuila	Hongkong	Wednesday, 31st, 10.00 A.M.
Postage 10 cents. Extra (Letters posted in all the Pillar Boxes in time for the first clearance will be included in this contract mail.)		
Macao	Hongkong	Wednesday, 31st, 1.15 P.M.
Singapore, Penang and Calcutta	Hongkong	Wednesday, 31st, 2.00 P.M.
Shanghai	Hongkong	Wednesday, 31st, 3.00 P.M.
Ningpo and Shanghai	Hongkong	Wednesday, 31st, 3.00 P.M.
Manila, Zamboanga, Port Darwin, Thursday Island, Cooktown, Cairns, Townsville, Brisbane, Sydney, Hobart, Newcastle, New Zealand, Melbourne, Adelaide and Perth	Hongkong	Thursday, Feb. 1, 3.00 P.M.
Batavia, Charbon, Samung, Sourabaya and Macassar	Hongkong	Thursday, Feb. 1, 4.00 P.M.

TO-DAY.

Sale, Stores, Government Stores, Wanchai, Messrs. Hughes & Hough, 11 a.m.
TO-MORROW.
Sale, Household Furniture, Barker Road, Peak, Messrs. Hughes & Hough, 2.30 p.m.

COMMERCIAL.

CLOSING QUOTATIONS.	January 29th.
On LONDON—	
Telegraphic Transfer	2.04
Bank Bills, on demand	2.04
Bank Bills, at 30 days sight	2.04
Bank Bills, at 4 months sight	2.05
Credit, at 4 months sight	2.05
Documentary Bills, 4 months sight	2.05
On PARIS—	
Bank Bills, on demand	2.54
Credit, at 4 months sight	2.55
On GERMANY—	
On demand	2.05
Bank Bills, on demand	2.05
Credit, 60 days sight	2.05
On HOLLAND—	
Telegraphic Transfer	1.50
Bank, on demand	1.50
On CALCUTTA—	
Telegraphic Transfer	1.50
Bank, on demand	1.50
On SHANGHAI—	
Bank, at sight	7.15
Private, 60 days sight	7.25
On YOKOHAMA—	
Bank, on demand	9.84
On MANILA—	
On demand—Paseo	15.00 p.m.
On SINGAPORE—	
On demand	12.11
On BATAVIA—	
On demand	4 p.m.
On SAIGON—	
On demand	4 p.m.
On BANGKOK—	
On demand	4 p.m.
GOVERNMENT, Bank's Buying Rate	9.30
GOLD LEAF, 100 fine, per tola	5.00
BAR SILVER, per tola	3.00

OPIUM.

Quotations are—	Allow for not to 1 raty.
Malwa New	11010 to
Malwa Old	11070 to
Malwa Older	11130 to
Malwa V. Old	11250 to
Persian fine quality	11110 to
Persian extra fine	11150 to
Patna New	11350 to
Patna Old	11450 to
Banar New	11224 to
Banar Old	11310 to

VESSELS EXPECTED.

THE AMERICAN MAIL.
The P.M. str. Korea left Shanghai on the 27th Jan., at 11 p.m., and is expected to arrive here to-day about 8 a.m.
The P.M. str. Mongolia arrived at Yokohama from San Francisco on the 27th. Her departure from that port is yet uncertain.
THE GERMAN MAIL.
The I.G.M. str. Zieten left Singapore on the 27th Jan., a.m., and may be expected here on or about Thursday, the 1st Feb., a.m.
THE FRENCH MAIL.
The M.M. str. Tzouren left Singapore on the 29th Jan., at 4 p.m. for this port via Saigon.
THE CANADIAN MAIL.
The C.P.R. str. Empress of Japan left Vancouver for Hongkong via usual ports of call on Thursday, the 25th Jan., p.m.
MERCHANT STEAMERS.
The str. Barolong, from London and ports, left Singapore for this port on the 24th Jan., and is expected to arrive here to-day.
The J.C.-J. str. Tjilatjap left Macassar for this port on the 22nd Jan., and may be expected here to-morrow.
The Shiro Line str. Dewiship left Singapore on the 24th Jan., and is due here to-morrow.
The N.Y.K. chartered str. Courtfield left Bombay on the 17th Jan., and is due to arrive here about the 1st Feb.
The P. & O. str. Nubia left Singapore for this port on the 27th Jan., at 8 a.m.
The Indo-China str. Loising left Calcutta for this port on the 18th Jan., and may be expected here on or about Sat. Feb.
The A.C. Line str. Yedio, from New York, left Singapore on the 28th Jan. for this port, and is expected here on the 4th Feb.
The C.E.R. str. Turtar arrived at Yokohama at 1.30 p.m. on Friday, the 26th Jan., and left again at 7 a.m. on Saturday, the 27th for Kobe, where she was due to arrive at 1 p.m., yesterday.

JOINT STOCK SHARES.

Hongkong, January 29th.

COMPANY.	PAID UP.	QUOTATIONS.
Alhambra	\$200	\$100, sellers
Bank—		
Hongkong & Shanghai	125	\$85, sellers
National B. of China	45	\$38, buyers
A. Shares	125	\$84, sellers
Belle's Bank	125	\$84, sellers
China-Borneo Co.	125	\$84, sellers
China Light & P. Co.	125	\$84, sellers
China Provident	125	\$84, ex. div.
Cotton Mills—		
Ewo	125	\$12, buyers
International	125	\$12, buyers
Laou-Kung-Mow	125	\$12, buyers
Soyabean	125	\$12, buyers
Dairy Farm	125	\$12, buyers
Docks and Wharves—		
Farnham, B. & Co.	125	\$12, buyers
H. & K. Wharf & G.	125	\$12, buyers
H. & W. Dock	125	\$12, buyers
New Amoy Dock	125	\$12, buyers
S'hai & H. Wharf	125	\$12, buyers
Fenwick & Co., Geo.	125	\$12, buyers
G. Island Cement	125	\$12, buyers
Hongkong & C. Gas	125	\$12, buyers
Hongkong Electric	125	\$12, buyers
H. L. L. Tramways	125	\$12, buyers
Hongkong Hotel Co.	125	\$12, buyers
Hongkong Ice Co.	125	\$12, buyers
Hongkong Rope Co.	125	\$12, buyers
H'kong S. Waterboat	125	\$12, buyers
Insurance—		
Canton	125	\$12, buyers
China Fire	125	\$12, buyers
China Traders	125	\$12, buyers
Hongkong Fire	125	\$12, buyers
North China	125	\$12, buyers
Union	125	\$12, buyers
Yangtze	125	\$12, buyers
Land and Building—		
Hongkong Land	125	\$12, buyers
Hampshire's Estate	125	\$12, buyers
Kowloon Land & B.	125	\$12, buyers
Shanghai Estate	125	\$12, buyers
Westpoint Building	125	\$12, buyers
Mining—		
Charbonnages	125	\$12, buyers
Rauba	125	\$12, buyers
Philippine Co.	125	\$12, buyers
Refineries—		
China Sugar	125	\$12, buyers
Luzon Sugar	125	\$12, buyers
Steamship Companies—		
China and Manila	125	\$12, buyers
Douglas Steamship	125	\$12, buyers
H. Canton & M.	125	\$12, buyers
Indo-China S.N. Co.	125	\$12, buyers
Sholl Transport Co.	125	\$12, buyers
De. Preference	125	\$12, buyers
Star Ferry	125	\$12, buyers
Do. Non	125	\$12, buyers
Shanghai & P.	125	\$12, buyers
South China M. Post	125	\$12, buyers
Steam Laundry Co.	125	\$12, buyers
Do.	125	\$12, buyers
Stores & Dispensaries—		
Campbell, M. & Co.	125	\$12, buyers
Powell & Co., Wm.	125	\$12, buyers
Watkins	125	\$12, buyers
Watson & Co., A.S.	125	\$12, buyers
United Anesthetics	125	\$12, buyers
Do. Founders	125	\$12, buyers

BANKS

HONGKONG SAVINGS BANK.
The business of the above Bank is conducted by the HONGKONG AND SHANGHAI BANKING CORPORATION. Rules may be obtained on application.
Interest on deposits is allowed at 3 per cent. per annum.
Depositors may transfer at their option balances of \$100 or more to the HONGKONG AND SHANGHAI BANKING CORPORATION, or to the HONGKONG AND SHANGHAI BANKING CORPORATION, or to the HONGKONG AND SHANGHAI BANKING CORPORATION.
J. K. M. SMITH, Chief Manager.

Hongkong, 1st May, 1902.

THE BANK OF TAIWAN LIMITED

(Incorporated by Special Imperial Charter)

CAPITAL SUBSCRIBED Yen 5,000,000

CAPITAL PAID-UP Yen 2,500,000

HEAD OFFICE: TAIPEI, FORMOSA.

BRANCHES AND AGENCIES:

Amoy, Kobe, Tainan

Anping, Nagasaki, Tamsui

Fuzhou, Osaka, Tokyo

Keelung, Shanghai, Yokohama

HONGKONG OFFICE:

3, Des Voeux Road.

Interest allowed on Current Account.

Deposits received on terms which may be learned on application.

S. SHIGENAGA, Manager.

Hongkong, 1st November, 1904.

INTERNATIONAL BANKING CORPORATION

Vice Agents of the United States in China

the Philippines Islands and the

Republic of Panama.

CAPITAL AND SURPLUS

Authorized ... Gold \$10,000,000

Capital Paid Up ... Gold \$5,000,000

Reserve Fund ... Gold \$5,000,000

HEAD OFFICE: New York

LONDON OFFICE: Threadneedle House, E.C.

Branches and Agents all over the World.

NATIONAL PROVINCIAL BANK OF ENGLAND, LIMITED.

UNION OF LONDON AND SMITH'S BANK, LIMITED.

BRITISH LIME COMPANY BANK, LIMITED.

The Corporation transacts every description of Banking and Exchange business, receives money in Current Account and accepts Fixed Deposits at the following rates—

For 12 months 4 1/2 per cent. per annum.

" 6 " 4 " " "

" 3 " 3 " " "

H. PINCKNEY, Manager.

Queen's Road, Central, Hongkong, 20th September, 1905.

BANKS

DEUTSCH-ASIATISCHE BANK.

AUTHORIZED CAPITAL.....Sh. Tals 7,500,000

HEAD OFFICE—SHANGHAI.

BOARD OF DIRECTORS, BERLIN.

BRANCHES:

Berlin, Calcutta, Hankow, Peking,

Tientsin, Tientsin, Tientsin, Yokohama.

Founded by the following Banks and

Bankers:—

KONIGLICHE STEUERSCHNITT (PREUSSISCHE

STAATSBANK) Berlin.

DIREKTION DER DISCONTO

GESSELLSCHAFT

DEUTSCHE BANK

S. REICHERDSE

BERLINER HANDELS

GESSELLSCHAFT

BANK FÜR HADEL UND

INDUSTRIE

ROBERT WARSCHAUER & CO.

MENDELSSOHN & CO.

M. A. VON ROTHSCHILD &

SOHNEN

JACOB S. H. STERN

NORDDEUTSCHE BANK IN HAMBURG, HAMBURG

SAL. OPPENHEIM, JR. & CO., KÖLN.

HAMBURGER HYPOTHEKEN- UND WERESSEL

BANK, MÜNCHEN.

LONDON BANKERS:

Messrs. N. M. ROTHSCHILD & SONS

THE UNION OF LONDON AND SMITH'S

BANK, LIMITED.

DEUTSCHE BANK (BERLIN), LONDON AGENT

DIREKTION DER DISCONTO

GESSELLSCHAFT.

INTEREST allowed on Current Accounts.

DEPOSITS received on terms which may be

learned on application. Every description of

Banking and Exchange business transacted.

HUGO SUTER, Sub-Manager.

Hongkong, 9th September, 1905.

HONGKONG & SHANGHAI BANKING CORPORATION

PAID-UP CAPITAL.....\$10,000,000

RESERVE FUND.....\$10,000,000

STRENGTH RESERVE.....\$10,000,000

SILVER RESERVE.....\$10,000,000

RESERVE LIABILITY OF PROP'ORS.....\$10,000,000

COURT OF DIRECTORS:

H. A. W. STARR, Esq.—Chairman.

A. HAYES, Esq.—Deputy Chairman.

Hon. C. W. Dickson, Esq.

E. G. G. Esq.

G. H. L. Esq.

G. H. L. Esq.

G. H. L. Esq.

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G. H. L. Esq.

G. H. L. Esq.

HONGKONG, CANTON, MACAO & WEST RIVER STEAMERS.

JOINT SERVICE OF THE HONGKONG, CANTON AND MACAO STEAMBOAT CO., LD., AND THE CHINA NAVIGATION CO., LD.

HONGKONG-CANTON LINE.

S.S. "HONAM," 2363 tons, Captain L. D. Jones.

S.S. "POWAN," 2338 tons, Captain G. F. Morrison, R.N.R.

S.S. "FATSHAN," 2260 tons, Captain R. D. Thomas.

S.S. "HANKOW," 3073 tons, Captain C. V. Lloyd.

S.S. "KINSAN," 1938 tons, Captain J. J. Lonsius.

Departures from Hongkong to Canton daily at 8.30 a.m., 2 p.m. and 5.30 p.m. (Sunday excepted).

These Steamers, carrying His Majesty's Mail, are the largest and fastest on the River.

Special attention is drawn to their Superior Saloon and Cabin Accommodation.

SERVICE OF THE HONGKONG, CANTON AND MACAO STEAMBOAT CO., LD.

HONGKONG-MACAO LINE.

S.S. "HEUNGSHAN," 1938 tons, Captain W. E. Clarke.

Departures from Hongkong to Macao on week-days at 2 p.m. Departures on Sundays at Noon.

Departures from Macao to Hongkong daily at 8 a.m.

CANTON-MACAO LINE.

S.S. "LUNGSHAN," 219 tons, Captain T. Hamlin.

This Steamer leaves Canton for Macao every Tuesday, Thursday and Saturday at 8 a.m. and leaves Macao for Canton every Monday, Wednesday and Friday at 7.30 a.m.

JOINT SERVICE OF THE HONGKONG, CANTON AND MACAO STEAMBOAT CO., LD., THE CHINA NAVIGATION CO., LD., AND THE

INDO-CHINA STEAM